BOOK 2

VISION MASTERPLAN

SAZAN

November 14 2025

Vision Masterplan Draft Submission

SAZAN PENINSULA

BOOK 2 – VISION MASTERPLAN

1. EXECUTIVE SUMMARY

- Project Understanding
- Site Introduction & Analysis
- Vision and Project Narrative

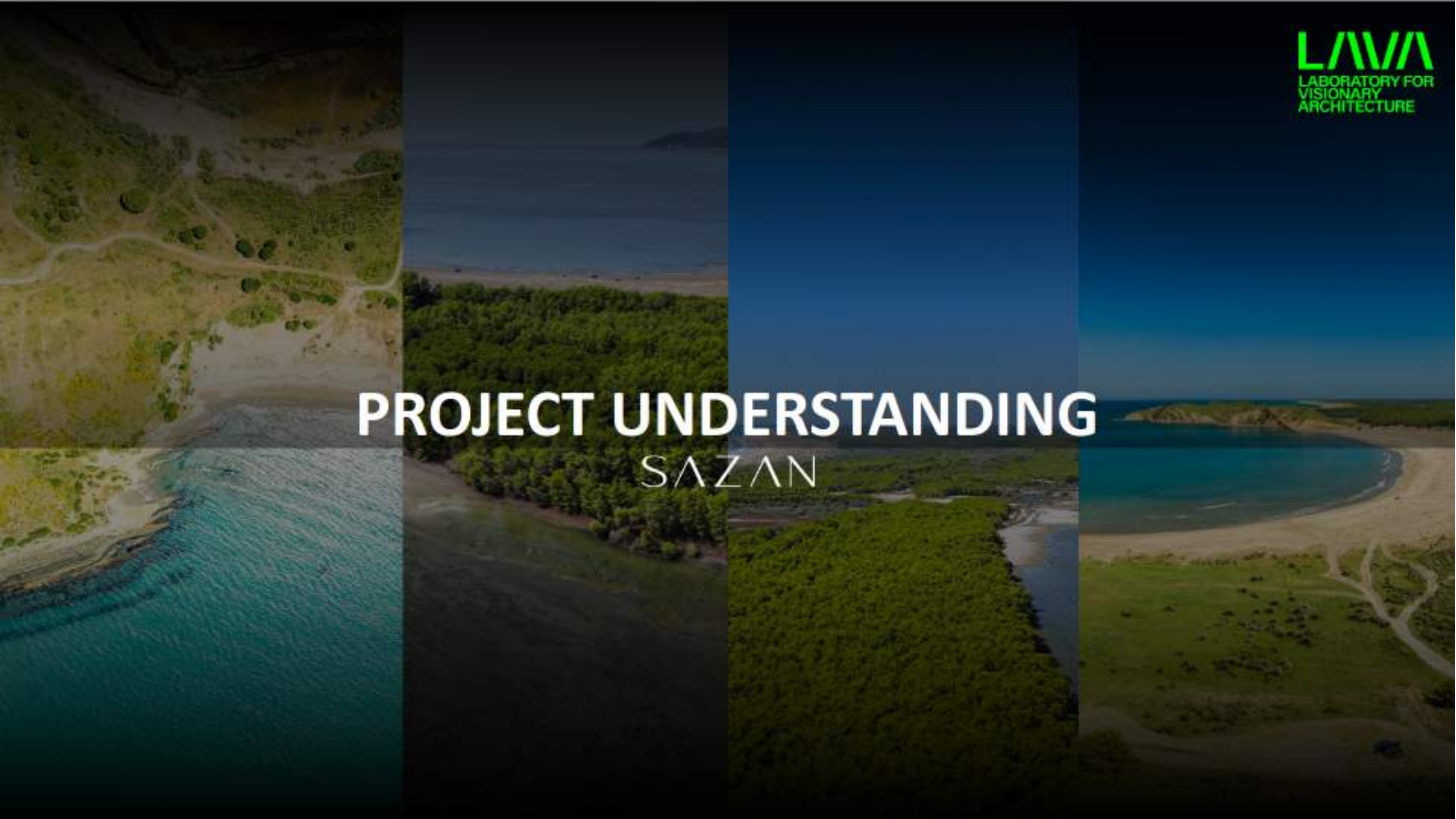
2. VISION STAGE STRUCTURAL PLANNING

- Illustrative Masterplan
- Vision Masterplan Objectives
- Land Use Zoning & Development Program
- Land Use with Data Overlay (Land Area, Plot ID, Plot Area, Building Coverage
- Plot Plan with Indicative Building Footprints
- Area Schedule (GFA, BUA, FAR, Plot Coverage, Building Coverage Ratio)
- Phasing Strategy

- Zones: Character Areas
    - Sazan Citadel & Atlantis
    - Sazan Hills
    - Beach Villas
    - Lake Villas
    - Pine Villas
    - Yacht Club
    - Sazan Cove & Cheval Blanc

3. MOBILITY

- Mobility Principles and Vision
- User Experience – Placemaking through Multimodal Journeys
- Road Network & Hierarchy
- Parking Strategy
- Mobility Hubs & Public Transport
- Micro- Mobility Strategy
- Logistic Strategy


LABORATORY FOR
VISIONARY
ARCHITECTURE
PROJECT UNDERSTANDING
SAZAN

INTRODUCTION

REPORT APPROACH FROM CONCEPT VALIDATION TO VISION MASTERPLAN

Book 1: Concept Validation

The basis of this report is the Sazan Masterplan Brief V1.5 - AA dated August 20, 2025.

The purpose of this document is to advance and strengthen the brief. The brief is clear with strong principles and foundational design objectives. This report is not a design, but analyzes the design, strengthens the vision, and establishes parameters for success in the subsequent Vision Masterplan.

It restates intent and context, then uses light-touch desktop analysis to test fitness of the idea against the constraints: site, environment, scale, land-use logic, view and height bands, green/blue structure, anchor locations, and phasing assumptions.

The approach uses the established Principles as a baseline. These principles are translated into simple checks of the masterplan against the principles to ensure targets can be met and to identify strategies to improve in subsequent stages. The deliverable is a short, visual dossier that says: the concept fits (or where it doesn't), the biggest risks, the low-risk optimizations, questions, and interdependencies.

Scope and Deliverables

Book 1: Concept Validation

Chapter 1: Introduction

1. Project Understanding, Approach, and Schedule

Chapter 2: Site Analysis

1. Basis of Report
2. Desktop Studies including representational diagrams and Gap Analysis

Chapter 3: Brief Analysis and Concept Validation

1. Vision Summary and Approach
2. Concept Analysis, Opportunities and Contraints, and Strategic Optimization to Achieve Vision

Book 2: Vision Masterplan

The Vision Masterplan (VMP) turns the validated concept into a coherent vision you can quantify, analyze from the perspective of multiple stakeholders, and achieve preliminary approvals from required development authorities.

It establishes an approved vision through illustrative plan, land use zoning, districting, and assigns land uses, capacities, and headline metrics (GFA/BUA/FAR, coverage). It sketches the public-realm and ecology intent, shows indicative footprints/plots, and compiles clean schedules by zone. A concise mobility chapter frames access and circulation principles and the role of hubs/parking, without over-engineering.

The VMP is a coordinated narrative, supplemented by drawings and data that align stakeholders and prepare the engineering/authority submissions.

The VMP will include the below minimum documentation.

- Narrative Chapter that Aligns with the AA brief.
- Land use and zoning allocations.
- Illustrative Masterplan.
- Plot identification, Plot Area, Indicative Building Footp rints.
- Circulation and Access Plan.
- Area schedule with full breakdown of GFA/BUA, FAR, plot coverage, building coverage.
- CGI:4 Aerial CGIs (Architecture Limited to Massing)

Scope and Deliverables

Book 2: Vision Masterplan

Introduction

1. Vision Text Introduction (AA Brief Basis)
2. Project Narrative

Vision Stage Structural Planning

1. Illustrative Masterplan
2. Land Use Zoning and Development Program
3. Plot Plan
4. Overlay of Data by Zone: Land Area, Plot Area, Building Coverage
5. Area Schedule: GFA, BUA, FAR, Plot Coverage, Building Coverage Ratio

Chapter 3: Mobility

1. Mobility Principles and Vision
2. User Experience
3. Access Strategy & Internal Circulation Strategy
4. Road Network and Typology Hierarchy
5. Mobility Hubs and Parking
6. Public Transportation Strategy
7. Mobility Hubs and Parking
8. Logistics Strategy (Option)

INTRODUCTION

DESIGN BASIS & STRATEGIC MASTERPLAN

Masterplan Overview

The masterplan frames a **nature-positive** resort-city organized around **two poles**: a lively northern **Citadel** and a southern **ultra-lux Cheval Blanc** enclave.

Asset-Based Zoning concentrates density in the north with **Sazan City** (≤5 floors of mixed hospitality, retail, squares, casino) and **Sazan Hills** terraced apartments, while low-rise **waterfront belts** deliver **beach**, **lagoon**, and **canal** villas. A pared-back roster of **selected hotels**—**Aman**, **Cheval Blanc**, **Cipriani**, and a **Sazan Hotel**—anchors identity.

Signature clubs (yacht, **golf**, waterpark gateway, equestrian, tennis/padel, **longevity/wellness**) are **concentrated** for impact.

Green buffers and habitat repair target <**8%** land coverage, **75%** greened surfaces, and **2×** planted land vs. built. **Mobility** is **low-car**: a **one-way loop**, **central parking**, **autonomous shuttles**, bikes and walking; **Cheval Blanc access** remains private. The **public realm** potentially stitches markets, promenades, beach clubs, and intimate streets into wind-sheltered squares.

Phasing activates three hubs—**Cheval Blanc Beach**, **Sazan City**, **Cipriani**—with landscape and groundworks first (canals, lakes, dune building). Result: a **waterfront-weighted**, **landscape-led** plan balancing revenue, character, and ecological uplift.

INTRODUCTION

DESIGN BASIS & STRATEGIC MASTERPLAN

Zoning Summary

The peninsula is structured as two macro-zones—**Sazan South** (ultra-luxury) and **Sazan North** (mixed resort-urban)—stitched by a lagoon-crossing arrival that funnels all access into **Sazan City**, the daily-life core. South concentrates privacy and price: **Cheval Blanc Beach**, **Sazan Cove** on twin hills, and the **Yacht Club** at the current lake—kept free of public access via dedicated routing.

At the northern closure, **Sazan City/Citadel** rises to five floors as a green hill with hotel, casino, retail (split between "everyday" and "luxury/artisan"), beach club, and >70,000 m² of underground logistics and ~3,000 parking—zoned to host 5–10k visitors/day without disturbing residential precincts.

The masterplan organizes **11 program zones** totaling **254.8 ha** of land and **727,527 sqm** of built area, arrayed from the northern citadel/marina and Great Beach frontage to lagoon-edge neighborhoods and southern ultra-luxury anchors.

Zone 1 - Sazan Citadel & Marina — 19 ha, 75,325 sqm built

Zone 2 - Cheval Blanc — 20 ha, 39,922 sqm built

Zone 3 - Sazan Cove — 40 ha, 67,690 sqm built

Zone 4 - Sazan Yacht Club — 16.5 ha, 128,800 sqm built

Zone 5 - Sazan Beach Villas — 22.8 ha, 49,110 sqm built

Zone 6 - Sazan Lake Villas — 32 ha, 39,045 sqm built

Zone 7 - Sazan Hills — 24 ha, 137,240 sqm built

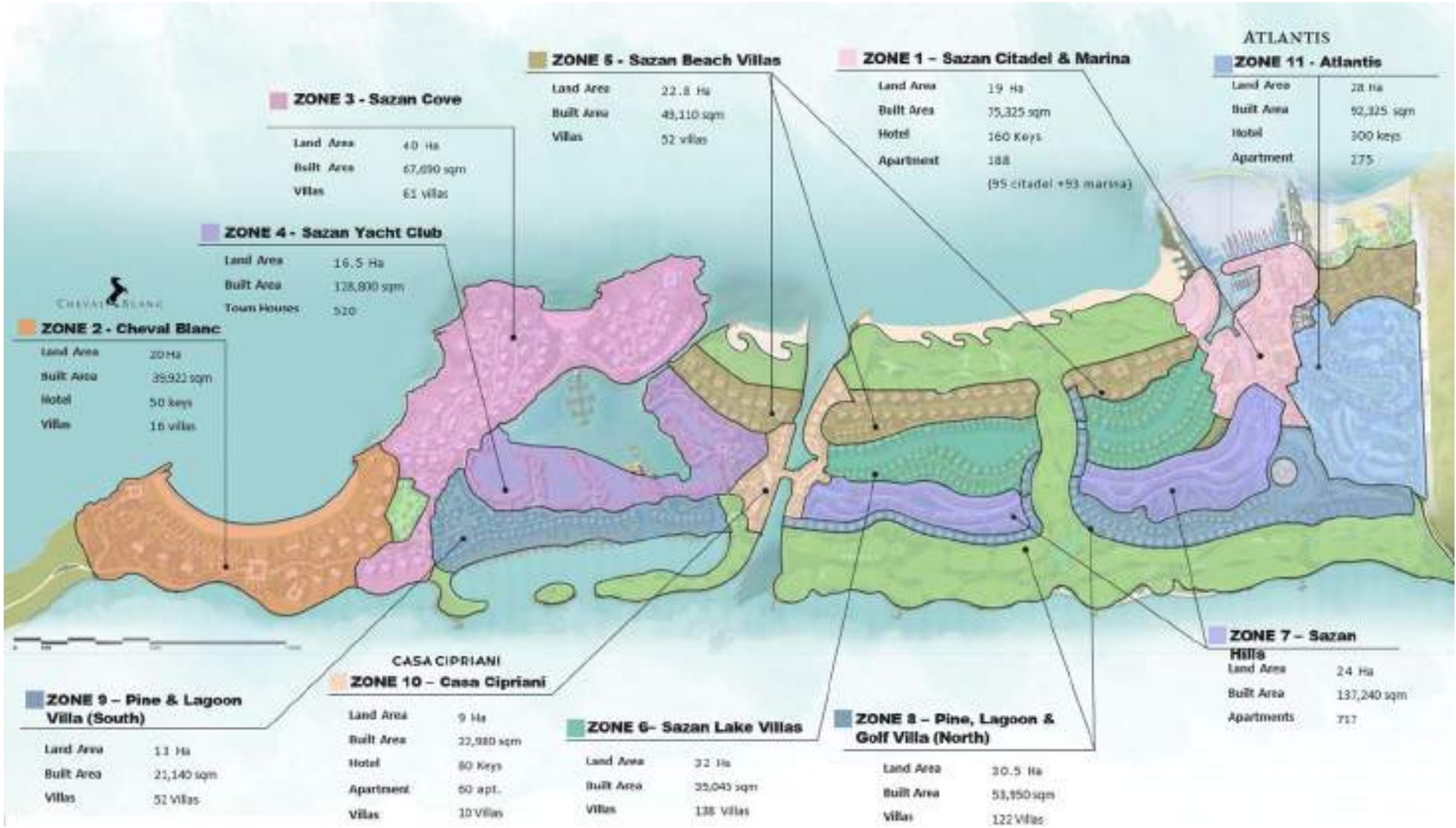
Zone 8 - Pine–Lagoon–Golf Villas North — 30.5 ha, 53,950 sqm built

Zone 9 - Pine–Lagoon–Golf Villas South — 13 ha, 21,140 sqm built

Zone 10 - Casa Cipriani — 9 ha, 22,980 sqm built

Zone 11 - Atlantis — 28 ha, 92,325 sqm built

Total land area: **254.8 ha**
Total built area: **727,527 sqm**



INTRODUCTION

DESIGN BASIS & STRATEGIC MASTERPLAN

Masterplan Fundamental Principles

The masterplan highlight 10 guiding principles defined as *Urban Contract* with the aim to structuring the proposed intervention.

1. **ABUNDANT NATURE:** Create **2× more newly planted land than built area**; **75%** of built surfaces greened. Urbanity dissolves into landscape and sand paths.
2. **A "STORY OF THE FUTURE":** West/East interplay and the island's creative resistance become design DNA.
3. **SAZANIAN PROFILES** as user case to diversify life and drive sales.
4. **CONCENTRATE ENERGY** into top-tier shared venues rather than many hotels.
5. **A CITY THAT CREATES LIFE:** A walkable, wind-sheltered "citadel" hosting **5–10k daily visitors**, markets/retail/casino; lever for Albania's Golden Visa ambitions.
6. **MOBILITY AS IDENTITY:** One-way network, big central parking, autonomous shuttles, bikes/foot first; **Cheval Blanc access remains private**.
7. **REGENERATE PENINSULA:** Widen green belts **(40–90 m south; 180–240 m north)** and **30–80 m** along the lagoon to fix erosion, upgrade experience, and unlock waterfront value.
8. **MAKE ELEMENTS AN ALLY:** Site/plant/plan for seasonal winds.
9. **ARCHITECTURE WITH MEANING:** Local soul, global reach; no pastiche; curated teams (wood/nature, Mediterranean identity, urban/civic).
10. **PROFIT-FOCUSED OPERATION:** Less asphalt, more nature; recycle excavations; right-size hotels; <—> lower CAPEX/OPEX.

ABUNDANT NATURE

Nature is the foundation of the project, weaving the city into its landscape.

STORY OF THE FUTURE

Beyond the omnipresent nature that reconnects us to our forgotten past and helps us to be reborn, there is the story of the place.

SAZAN PORTRAITS

Diversity not only increases commercial potential but also ensures vitality, avoiding the trap of large-scale "boring luxury."

CONCENTRATE ENERGY

Absolute centres of excellence, gathering each discipline in a single location to give it full force.

CITY CREATES LIFE

At the heart of Sazan: a meeting point for visitors, boaters, and residents.

ACCESS AND MOBILITY

Identity shaped by mobility that preserves nature

REGENERATION AND EXPANSION

West: Replant beaches, create welcome areas, boardwalks, parks, golf fairways.
East: Restore lake, strengthen wild nature, protect lagoon flora and fauna.

ALLIES ELEMENTS

Building in Sazan means accepting that wind is part of life.

ARCHITECTURE WITH MEANING

Architecture must be in complete harmony with target audiences, district identities, and the landscape.

PROFIT FOCUSED OPERATION

At Sazan, less is more: nature, simplicity, and authenticity become luxury.

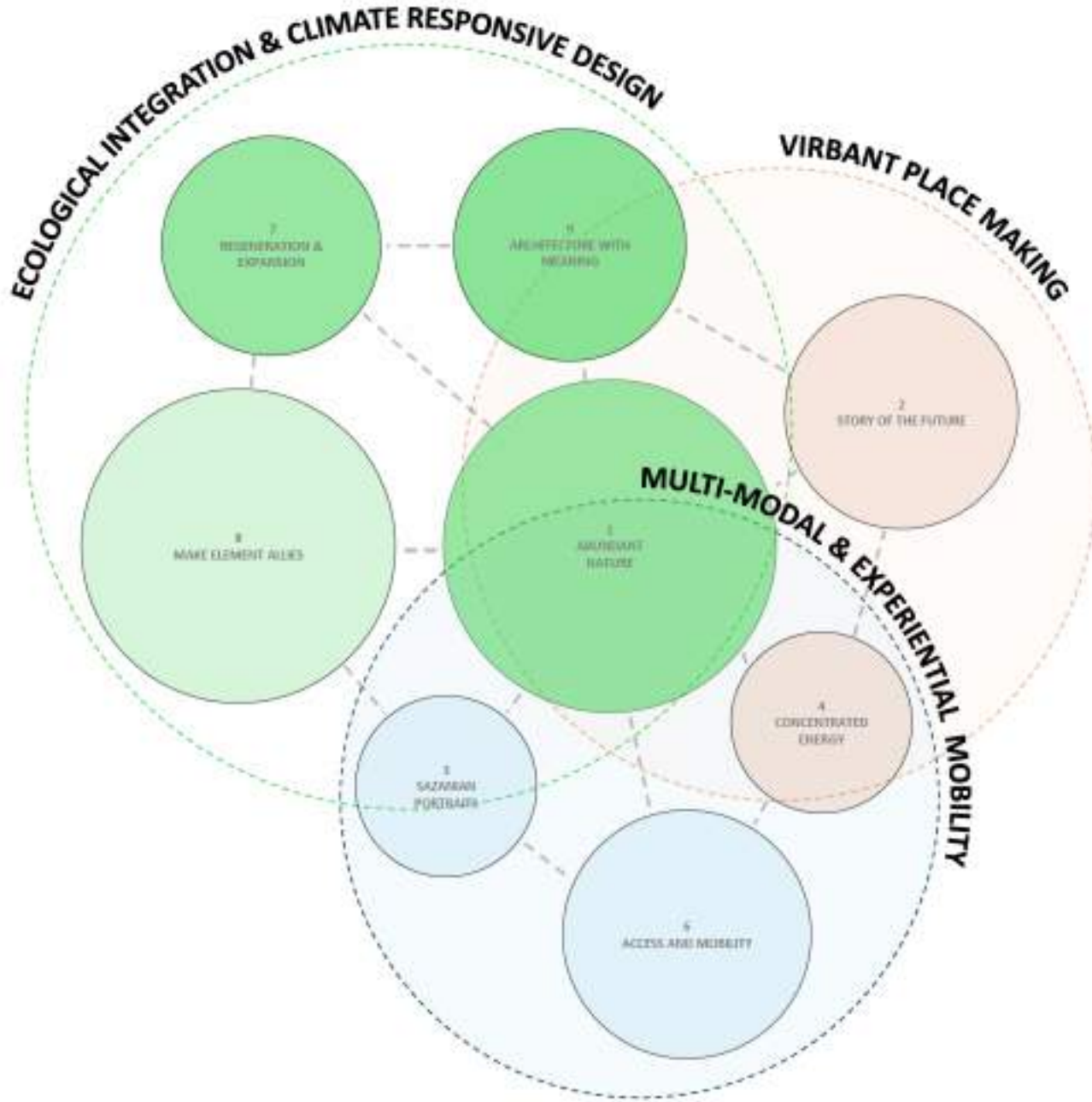
PROCESS INTRODUCTION

DESIGN BASIS - PRINCIPLES GROUPING – CONSOLIDATED DESIGN DRIVERS

1. ABUNDANT NATURE (XL): P1 Abundant Nature, P7 Regenerate Peninsula, P8 Elements as Allies, P9 Architecture with Meaning combine into a nature-led framework that restores land, stabilizes coasts, and sets a clear architectural language. Doubling planted area and widening green belts (south/north/lagoon) curbs erosion and creates continuous habitats, while wind-aware siting and planting turn seasonal elements into comfort and energy savings. Architecture draws from local craft and Mediterranean civic typologies—no pastiche—so pavilions, promenades, and roofs read as extensions of geology and vegetation. The result is a self-reinforcing ecological identity where landscape repair, microclimate, and cultural expression operate as one integrated system and lift long-term asset value.

2. ACCESS AND MOBILITY (XL): P3 Sazan Portraits, P4 Concentrated Anchors, P6 Mobility as Identity align market logic with movement. A few high-gravity venues (marina, market streets, cultural/casino cluster) concentrate footfall instead of dispersing it across many hotels, improving ROI and operations. The circulation model—one-way loop, central parking, autonomous shuttles, cycle and pedestrian primacy—simplifies wayfinding, reduces asphalt, and protects the public realm; premium addresses (e.g., Cheval Blanc) retain controlled access. Sazan Portraits guide modal split, pricing, and programming by user type (day-trippers, cruise guests, residents, high-end visitors), ensuring the system converts access into spend, dwell time, and repeat visits.

3. EXPERIENCE & PLACEMAKING (L): P2 Story of the Future with P4 Concentrated Anchors shape the everyday feel of Sazan. A forward-looking narrative—creative resistance, east–west crossroads—curates materials, lighting, and events so each anchor becomes a chapter: wind-sheltered "citadel," dune boardwalks, lagoon terraces. Fine-grain touchpoints (markets, shade structures, water stations, night economy) stitch anchors into walkable sequences measured in minutes, not kilometres. This narrative-driven public realm elevates comfort and legibility, making memorable routes that translate brand into lived experience.



LABORATORY FOR VISIONARY ARCHITECTURE

SITE INTRODUCTION

SAZAN

EXECUTIVE SUMMARY

SITE INTRODUCTION

MULTI-SCALAR ANALYSIS APPROACH

Holistic understanding of the site through function, movement patterns and ecological rhythms.

(REGIONAL)

(LOCAL)

(SITE)

ALBANIA & BREGU

- Cultural Heritage
- Regional Accessibility
- Vernacular Elements

COAST

- Environmental Mapping
- Ecological Flows
- Topographical Studies

SAZAN COAST

- Site Suitability
- Identifying Key Opportunities and Constraints

SITE INTRODUCTION

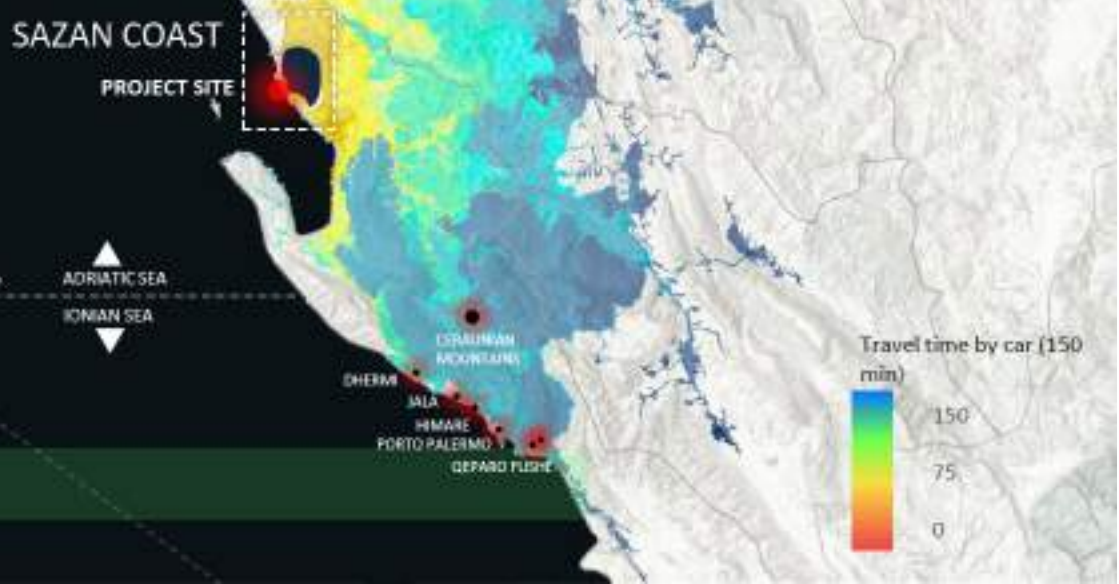
REGIONAL CONNECTIVITY

Tirana and its international airport are within two hours of the site, with a new regional airport planned nearby to strengthen accessibility. While most of Albania's population and major cities lie in the north, the south—anchored by Vlorë—offers emerging potential for connectivity and staff access.The site itself is embedded in Albania's rich cultural heritage, surrounded by historic cities such as Berat, Gjirokastër, Butrint, Tirana, and Durrës. This heritage forms a central pillar of the design vision, to be creatively reinterpreted and integrated into the proposal.

SOUTHERN ALBANIA RIVIERA

The project site lies within the dynamic context of Southern Albania, an area that is rapidly gaining recognition as part of the broader Albanian Riviera. Known for its natural beauty, cultural depth, and growing tourism potential, this region is increasingly positioned as a Mediterranean hotspot.

1. **Extension of Riviera:** Builds on Albania's growing image as a Mediterranean hotspot while diversifying the offer.
2. **Regional integration:** Positioned between the Adriatic and Ionian, linking Southern Albania with Vlorë as a rising tourism hub.
3. **Sazan Coast as a connective node:** Located at the Adriatic–Ionian threshold and adjacent to Vlorë, Karaburun, and the Southern Riviera, giving it unique potential as the "entry point" into Albania's Riviera brand.



ACT AS A NATURAL GATEWAY

BETWEEN THE ADRIATIC SEA AND THE IONIAN SEA

FORMING THE NEW ALBANIA RIVIERA BELT

SITE INTRODUCTION

LOCAL CONNECTIVITY

Easy access for day trips, ferry routes, and integration with Vlora's growing tourist infrastructure.

ISLAND + PENINSULA → MULTIPLE ECOSYSTEMS, HIKING/DIVING ROUTES, AND COASTAL ADVENTURES

URBAN PROXIMITY
→ 30 min from Vlora city center, directly linked to its hotels, marinas, and nightlife.

MARINE ROUTES
→ Ferry and boat connections to Sazan and Karaburun in under 30 min; strong potential for yacht stopovers and eco-ferry circuits.

ADRIATIC–IONIAN CORRIDOR
→ Positioned between Corfu and Otranto, integrating into regional yachting and cruise routes.

RAIL ACCESS
→ Close to Novoselë and Vlora train stations, enabling future sustainable domestic and regional travel.

AIR ACCESS
→ Vlora International Airport (under development) less than 20 km away; 30–40 min transfers from arrivals to ferries, beaches, and lagoon.

STRATEGIC GATEWAY
→ Acts as the **northern entry point** to the Southern Riviera, combining accessibility with exclusivity.

SITE INTRODUCTION

LOCAL LANDSCAPE

Marine Protected Area

- Located within the Karaburun–Sazan Marine Protected Area (Albania's first MPA, established 2010).
- Home to diverse marine ecosystems: Posidonia oceanica meadows, rocky reefs, underwater caves, and coastal lagoons.
- Supports key species including the endangered Mediterranean monk seal (Monachus monachus) and loggerhead turtle (Caretta caretta).
- Seagrass meadows act as vital blue carbon sinks and nurseries for fish and invertebrates.
- Sea caves and steep cliffs serve as important habitats and breeding refuges for marine fauna.

Terrestrial Protection Zones

- Dense vegetated areas form a substantial part of this ecosystem, crucial for fauna, other flora, air quality, microclimate, carbon sequestration, shade, moisture retention etc...
- Golden jackall also known to exist in the area– not classified locally but face significant threats from illegal hunting, and habitat destruction.
- The coniferous forest in Sazan is characterized by a mix of coniferous trees like maritime pines and other species such as ash, hornbeams, and holm oaks.

Protection Laws

- Protected areas laws – loose enforcement at the moment however controversial. Ornithological Society of Albania (AOS) and Eco-Albania pushing for limiting development in protected areas – could be a potential risk to the development.

The Narta Lagoon is one of Albania's most ecologically sensitive wetlands, supporting diverse habitats such as salt marshes, mudflats, and seagrass beds that host numerous migratory and resident bird species. Its ecological balance is highly vulnerable to hydrological changes, pollution, and human disturbance, making careful management crucial for maintaining its biodiversity and ecosystem functions.

Vjosa-Nartë Protected Area

Important Bird Area (IBA)

Key Biodiversity Area (KBA)

SITE INTRODUCTION

SITE CONTEXT & ENVIRONMENTAL STRESSORS

DIVERSE ECOSYSTEMS

1. The lagoon serves as a key habitat for flamingos amongst other key migratory birds.

2. Water exchange is minimal and puts the lagoon at risk for eutrophication and water quality issues. The shallow bathymetry of the lagoon restricts tidal inflows, preventing water from freely gushing into the inlets and channels, and thereby limiting effective water exchange with the sea. Pollution sources (if any) are currently unknown and require further investigation. Morphology changes cannot guarantee flushing/water quality.

3. Approximately one-third of the lagoon's surface area has been utilised for salt production since 1966. In recent years, the salt industry in Narta has faced challenges. Factors such as reduced water exchange due to artificial management of the lagoon's inlets, pollution from nearby agricultural runoff, and the construction of infrastructure projects have impacted the lagoon's health and, consequently, the salt production capacity.

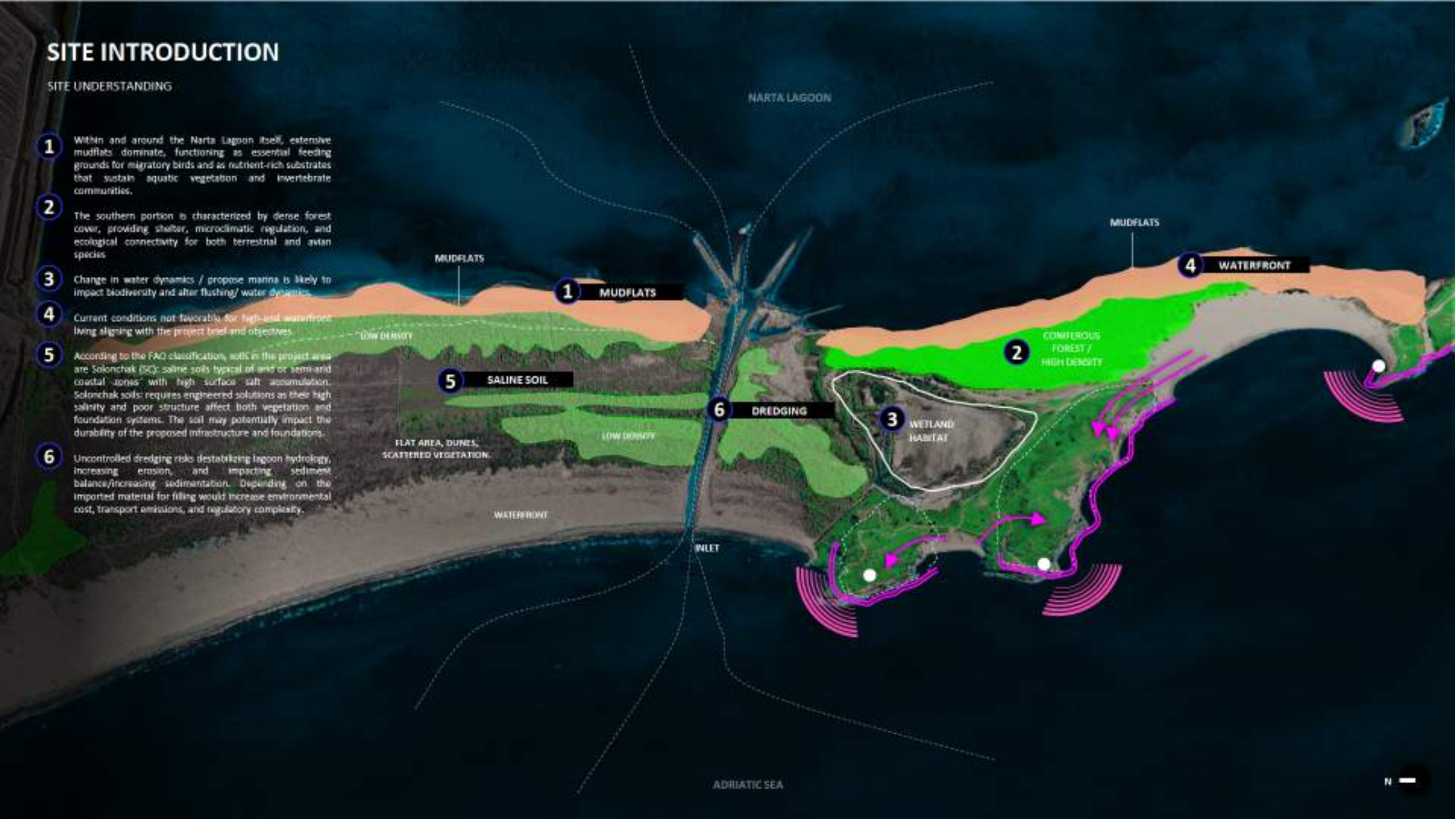
4. The ongoing construction of Vlora International Airport within the Vjosa-Narta Protected Landscape has raised significant environmental concerns. This area is crucial for migratory birds along the Adriatic Flyway and is home to over 20 endangered species, including flamingos and pelicans.

5. Recent studies have detected both total and fecal coliform bacteria in the lagoon's drainage channels, indicating pollution from agricultural runoff and untreated waste. While the lagoon's interior waters showed lower contamination levels, the overall water quality remains compromised

SITE INTRODUCTION

SITE UNDERSTANDING

1. Within and around the Narta Lagoon itself, extensive mudflats dominate, functioning as essential feeding grounds for migratory birds and as nutrient-rich substrates that sustain aquatic vegetation and invertebrate communities.
2. The southern portion is characterized by dense forest cover, providing shelter, microclimatic regulation, and ecological connectivity for both terrestrial and avian species
3. Change in water dynamics / propose marina is likely to impact biodiversity and alter flushing/ water dynamics.
4. Current conditions not favorable for high-end waterfront living aligning with the project brief and objectives.
5. According to the FAO classification, soils in the project area are Solonchak (SC): saline soils typical of arid or semi-arid coastal zones with high surface salt accumulation. Solonchak soils: requires engineered solutions as their high salinity and poor structure affect both vegetation and foundation systems. The soil may potentially impact the durability of the proposed infrastructure and foundations.
6. Uncontrolled dredging risks destabilizing lagoon hydrology, increasing erosion, and impacting sediment balance/increasing sedimentation. Depending on the imported material for filling would increase environmental cost, transport emissions, and regulatory complexity.



SITE INTRODUCTION

SAZAN COAST

NARTA LAGOON

SAZAN NORTH

Sazan North encompassing the entire land situated north of the current Canal

SAZAN SOUTH

Sazan South including the South Beach (Cheval Blanc location), the Sazan Cove and the Yacht Club Area (where the current lake is situated)

LABORATORY FOR VISIONARY ARCHITECTURE

PROJECT VISION & NARRATIVE

SAZAN

EXECUTIVE SUMMARY

VISION

SAZAN PENINSULA OBJECTIVES

[DEVELOPMENT]

REDEFINE THE ALBANIAN COASTAL RESORT DESTINATION

TIMELESS, CULTURED, NEW & EXCITING

Establish a culturally grounded, contemporary Albanian, Internationally Recognized, Resort destination.

[PLANNING]

FLEXIBLE FRAMEWORK FOR DIVERSE EXPERIENCES

UNIFIED, DIVERSE, EXPERIENTIAL

Balance unified planning with site-specific opportunities and leave room to adapt.

[ECOLOGY]

DEVELOPMENT INSPIRED BY THE LOCAL ECOSYSTEM

REIMAGINE, EHNANCE, and CONSERVE.

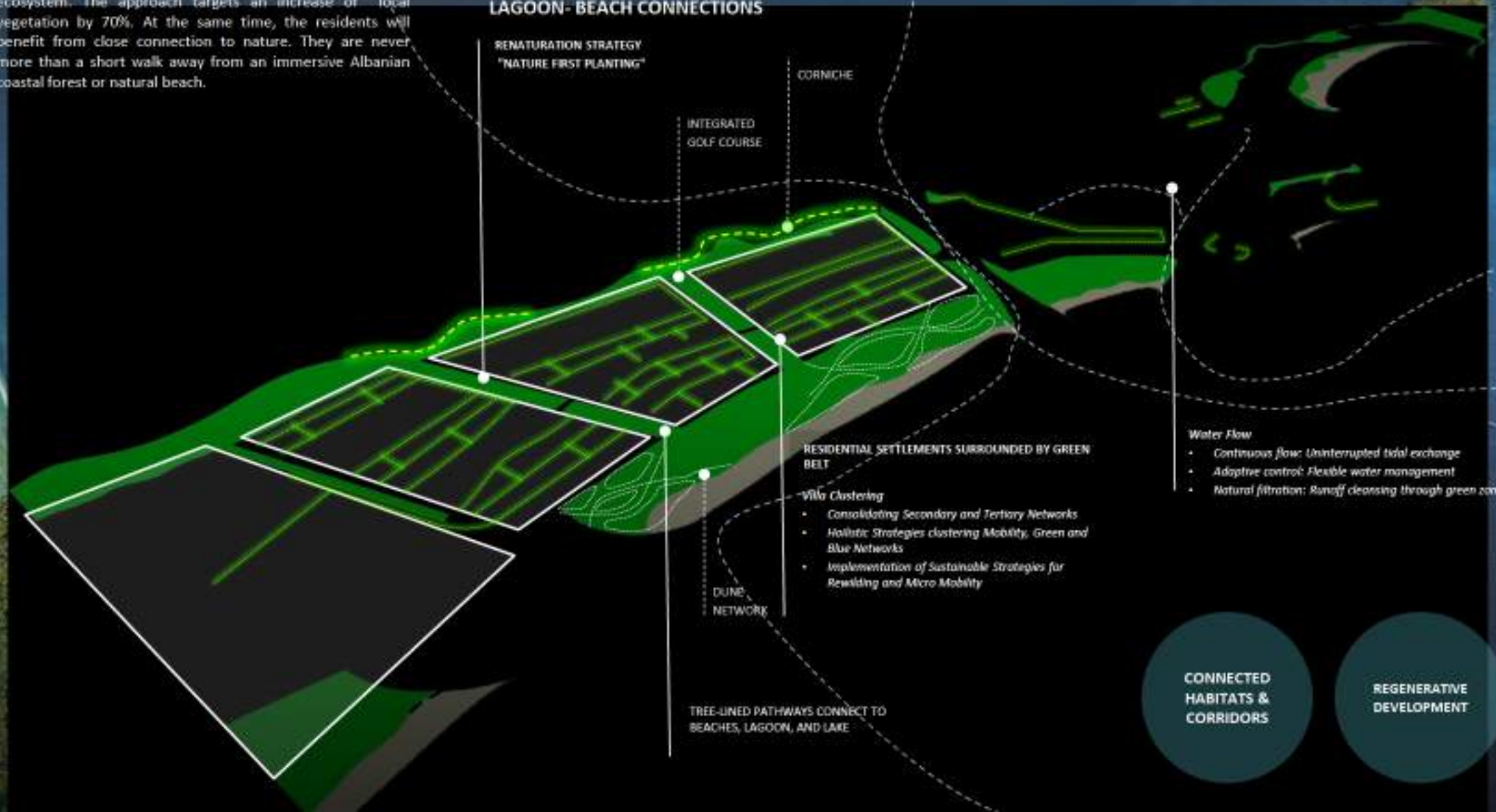
Convergence of the inherited ecology and the emerging built environment.

SAZAN PENINSULA

DEVELOPMENT STRATEGY

LANDSCAPE AS DRIVER: THE BLUE GREEN NETWORK

Enhanced Vision: Residential development is framed by generous green belts that preserve and enhance the local ecosystem. The approach targets an increase of local vegetation by 70%. At the same time, the residents will benefit from close connection to nature. They are never more than a short walk away from an immersive Albanian coastal forest or natural beach.



CONNECTED HABITATS & CORRIDORS

REGENERATIVE DEVELOPMENT

INTEGRATED BLUE-GREEN NETWORK

DEVELOPMENT STRATEGY

OPTIMIZATION SUMMARY
DRAFT IMAGE FOR ILLUSTRATIVE PURPOSES

The Sazan Masterplan envisions a bold and integrated development strategy that harmonizes natural landscapes, cultural heritage, and contemporary living. Anchored between the Adriatic Sea and the Inner Lagoon, the plan introduces a network of ecological, residential, and recreational zones that create a resilient and interconnected urban fabric. Key elements include the Citadel, serving as a historic and cultural anchor, linked seamlessly through canal tributaries and green corridors to villa clusters, golf courses, and the surrounding Sazan Hills. The design prioritizes water-based connectivity, ecological restoration, and sustainable leisure infrastructure, transforming the island into a self-sustaining destination that blends nature, community, and heritage within a unique Mediterranean setting.

"UPTOWN" MARINA WITH CIPRIANI AND YACHT CLUB
EQUESTRIAN CENTER
APARTMENT CLUSTERS ELEVATED ON THE HILLS
SEMI-PRIVATE BEACH
"DOWNTOWN" HARBOR WITH CITADEL AND ATLANTIS
WATER SPORTS
GOLF CLUB
HIGH END PRIVATE DEVELOPMENT ON 40M HIGH CLIFFS AND EXPANSIVE BEACHES
SEMI-PRIVATE BEACH
ACCESSIBLE BEACHES
WATERFRONT LAKE VILLAS WITH CLOSE CONNECTION TO CENTRAL BOATING
BEACH AND LAGOON VILLAS WITH VIEWS
BEACH CLUB

STRATEGY

MOBILITY STRATEGY

The proposed mobility strategy envisions a cohesive and sustainable framework that integrates residential, recreational, and ecological systems within a connected coastal landscape. It prioritizes efficient circulation through a clear hierarchy of roads and hubs, ensuring accessibility while preserving environmental integrity. The strategy balances exclusivity and openness linking enhanced clustered villa communities with green and active corridors and positioning dedicated golf or rewilding zones as ecological anchors that reinforce identity, resilience, and quality of life across the development.

Main Mobility Hub or Hubs
• Main visitor access
• Primary mobility hub
• Seamless connectivity
• Adapts to future transport modes
Primary Road
Secondary Road
Tertiary Road – 2 way
Tertiary Road – 1 way

LAND USE ZONING & DEVELOPMENT PROGRAM

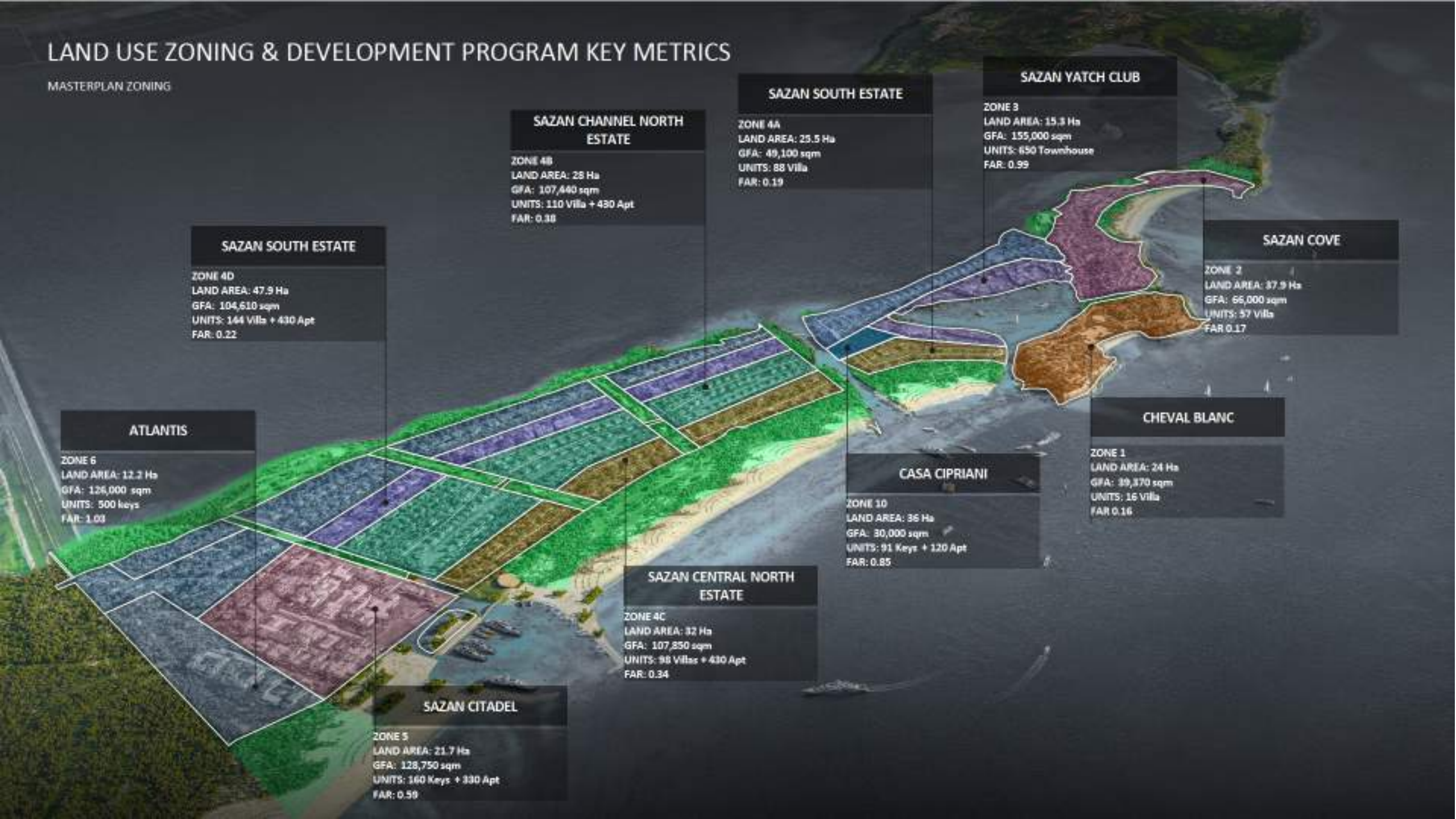
MASTERPLAN ZONING

COMPARTMENTALIZED ZONING STRATEGY

MASTERPLAN ZONING

LAND USE ZONING & DEVELOPMENT PROGRAM KEY METRICS

MASTERPLAN ZONING



LABORATORY FOR
VISIONARY
ARCHITECTURE
STRUCTURAL PLANNING
SAZAN
VISION STAGE STRUCTURAL PLANNING

SAZAN PENINSULA

ILLUSTRATIVE MASTERPLAN

VISION MASTERPLAN AMENITIES AND ANCHOR ASSETS

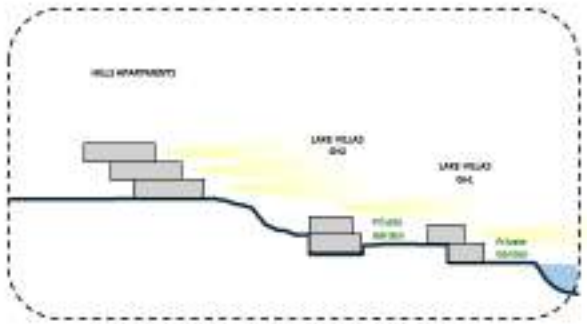
- MARINA & YACHT CLUB
- PRIMARY MOBILITY HUB AND PARKING
- GATED COMMUNITY MOBILITY HUB
- PRIMARY RETAIL AND F&B
- RESORT
- HOTEL
- BEACH CLUBS
- WATER PARK & WATER SPORTS
- YACHT CLUB
- GOLF CLUBHOUSE
- WELLNESS CENTER
- EQUESTRIAN CENTER

STRATEGIC DEVELOPMENT

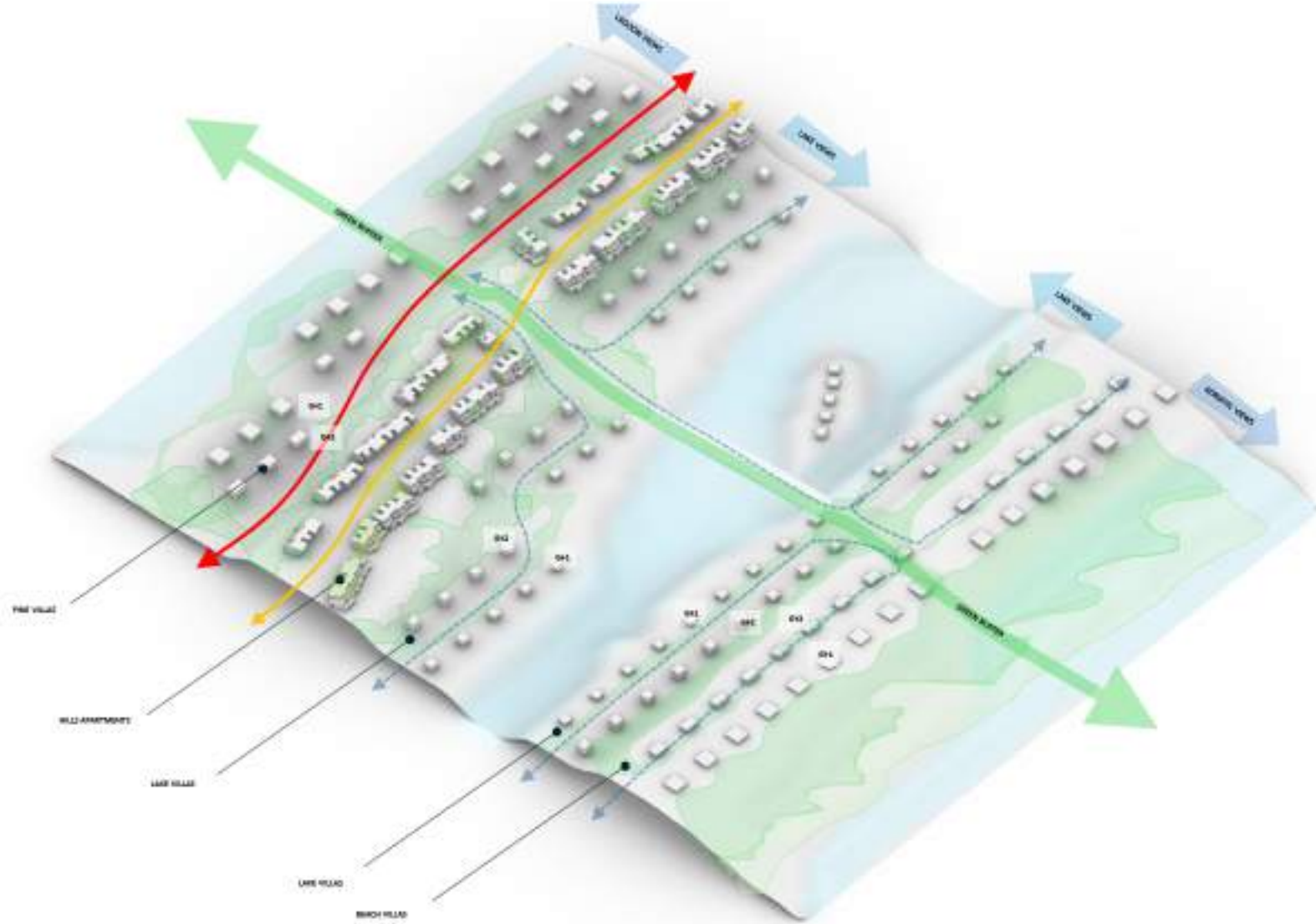
Asset Development & Sitework Linked

The terrain is intentionally raised to optimize topography, views, and climate resilience. Elevation steps up toward the island side, so every home looks to the sea or lake.

1. Engineered ground filling optimizes sightlines and mitigates flood/climate risks.
2. Height gradient: land rises inland, securing water views for all residences.
3. Height zoning aligned with terrain: homes at G+1 and G+2 adapt to stepped ground.
4. G+1 villas: intimate scale; oriented to lagoon or open sea for unobstructed waterfront views.
5. G+2 villas: placed on higher ground to capture dual-aspect panoramas (island and water)
6. Orientation strategy: building placement maximizes views while preserving privacy. The Hills Apartments develop as terracing in order to preserve the views and guarantee privacy for the villas below.
7. Tiered massing: balances density with visual openness, creating layered perspectives and a cohesive rhythm across the landscape.



Concept Section – Apartment & Villa Type
Designed for View and Privacy



Concept Diagram – Scalable Concept Designed with Nature

LAVA

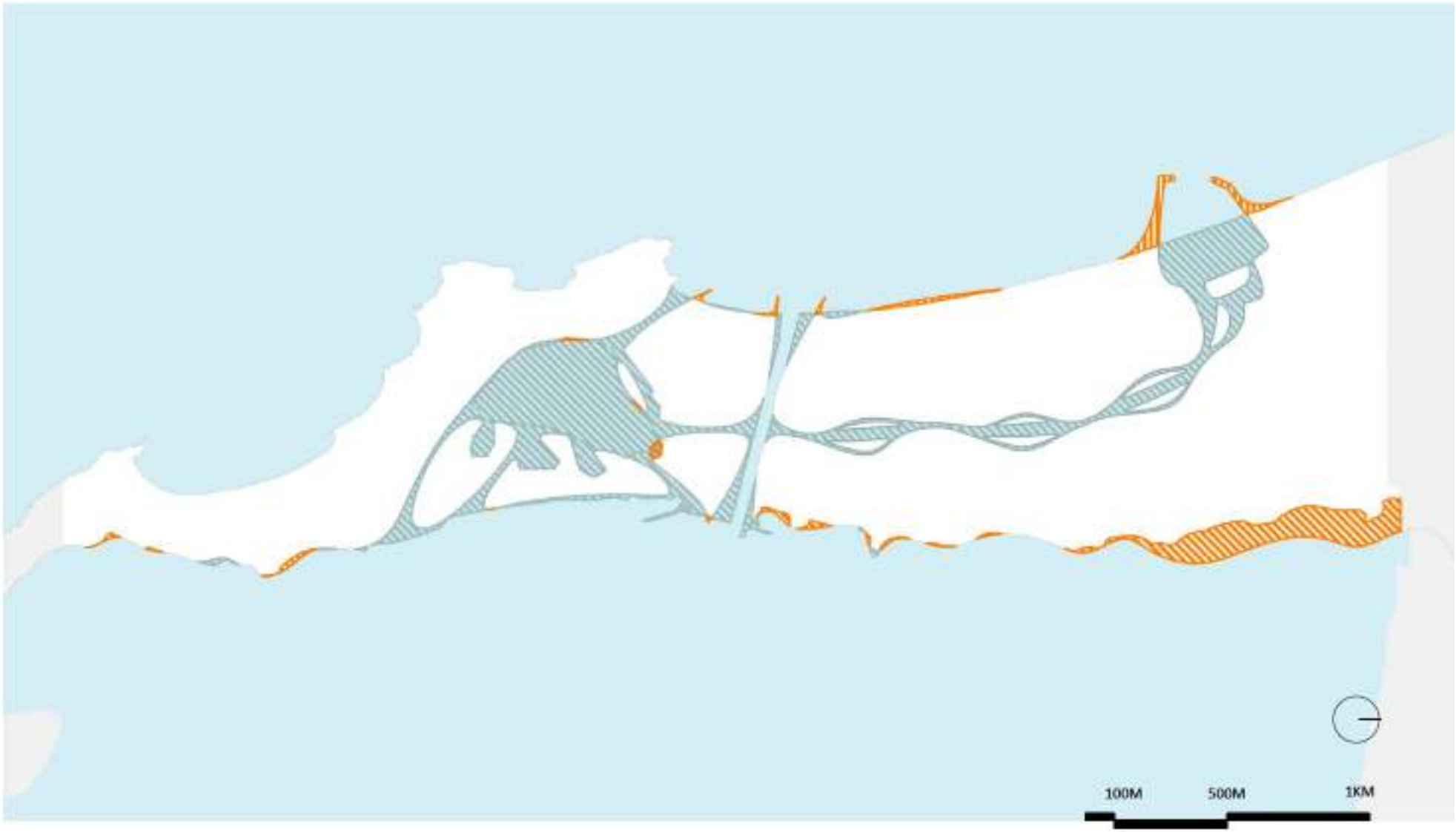
LAND USE ZONING & DEVELOPMENT PROGRAM

LAND USE – SITE WORK

Site Work expected from the proposed scheme are:

1. A total of Fill and Land extension of variable height covering an area of around 140,000m2. The area added will guide the formation of lanscape features in conjuction with the Land Use plan such as beach, marina and recreational area design.

2. A total of Cut and dredge soil of variable heights covering an area of around 530,000m2. The dredging will accomodate the creation of landscape features such as Yatch Club, Marina and Lake. An initial preliminary estimate asseted an estimate of 6,000,000 m3. Futher analysis and topography analysis will be needed to refine the figure.



LEGEND

FILL

AREA: 139,060. SQM

CUT

AREA: 524,983 SQM

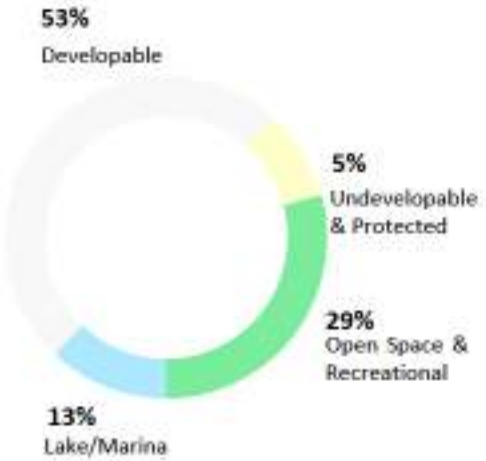
VOL: 6,000,000 m3

Existing Site Coastline 3,975,897 SQM

Development Boundary

LAND USE ZONING & DEVELOPMENT PROGRAM

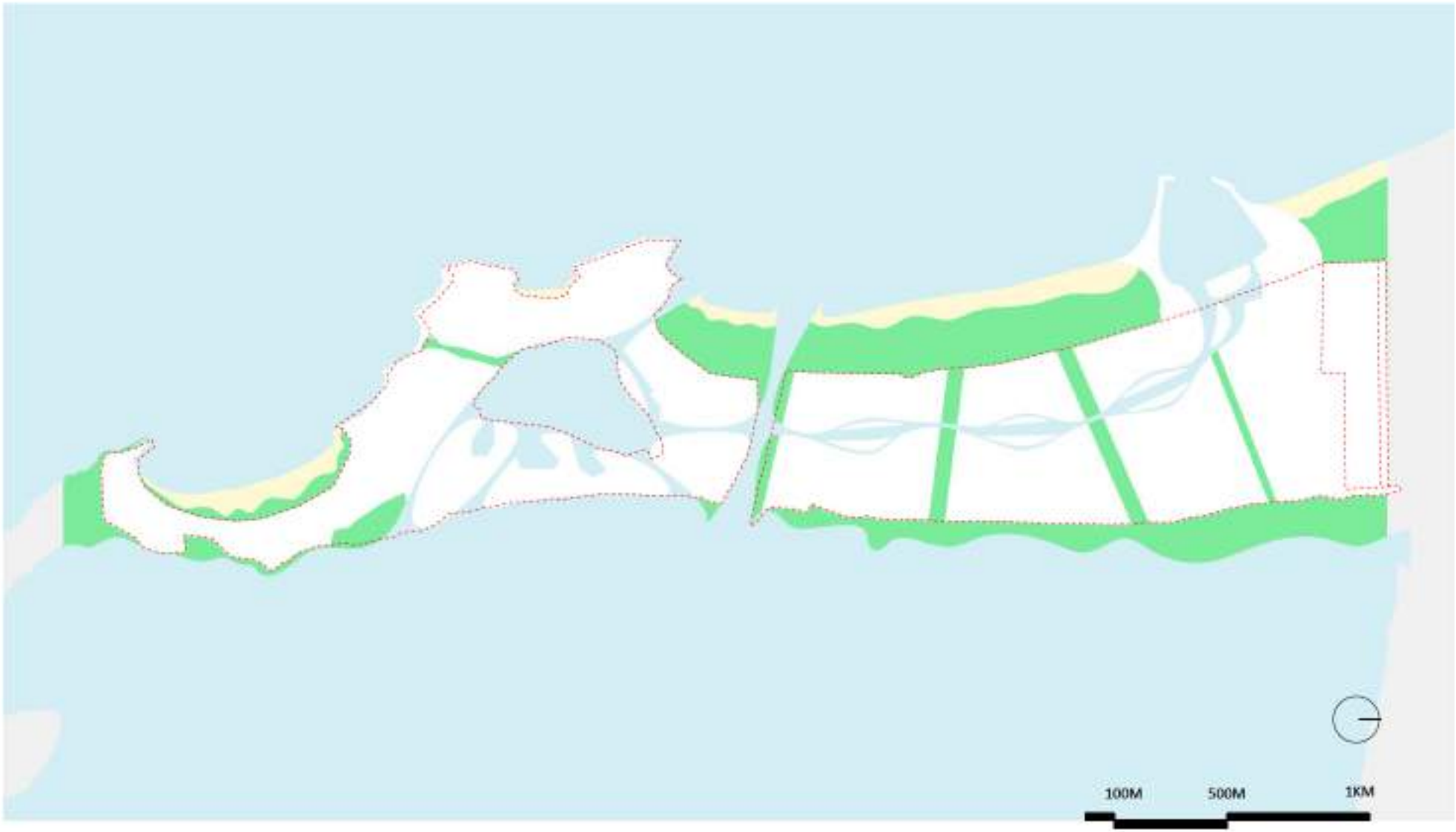
LAND USE - OPEN SPACE VS DEVELOPABLE ZONES



LEGEND

DEVELOPMENT ZONE	
AREA:	2,549,947 SQM
	53 %
UNDEVELOPABLE/PROTECTED	
AREA:	234,122 SQM
	5 %
OPEN SPACE / RECREATION	
AREA:	1,374,260 SQM
	29 %
LAKE + MARINA	
AREA:	611,370 SQM
	13 %

Development Boundary



LAND USE ZONING & DEVELOPMENT PROGRAM

LAKE ZONE INCREASE AND HILLS DENSITFICATION

ZONE 1- SAZAN CITADEL
AREA: 217,048 SQM

ZONE 2 – CHEVAL BLANC
AREA: 239,664 SQM

ZONE 3 SAZAN COVE
AREA: 383,000 SQM

ZONE 4 SAZAN YACHT CLUB
AREA: 156,179 SQM

ZONE 5 SAZAN BEACH VILLAS
AREA: 264,506 SQM

ZONE 6 SAZAN LAKE VILLAS**
AREA: 373,142 SQM

ZONE 7 SAZAN HILLS (Apartments)
AREA: 170,923 SQM

ZONE 8 SAZAN PINE VILLAS NORTH
AREA: 378,098 SQM

ZONE 9 SAZAN PINE VILLAS SOUTH
AREA: 176,721 SQM

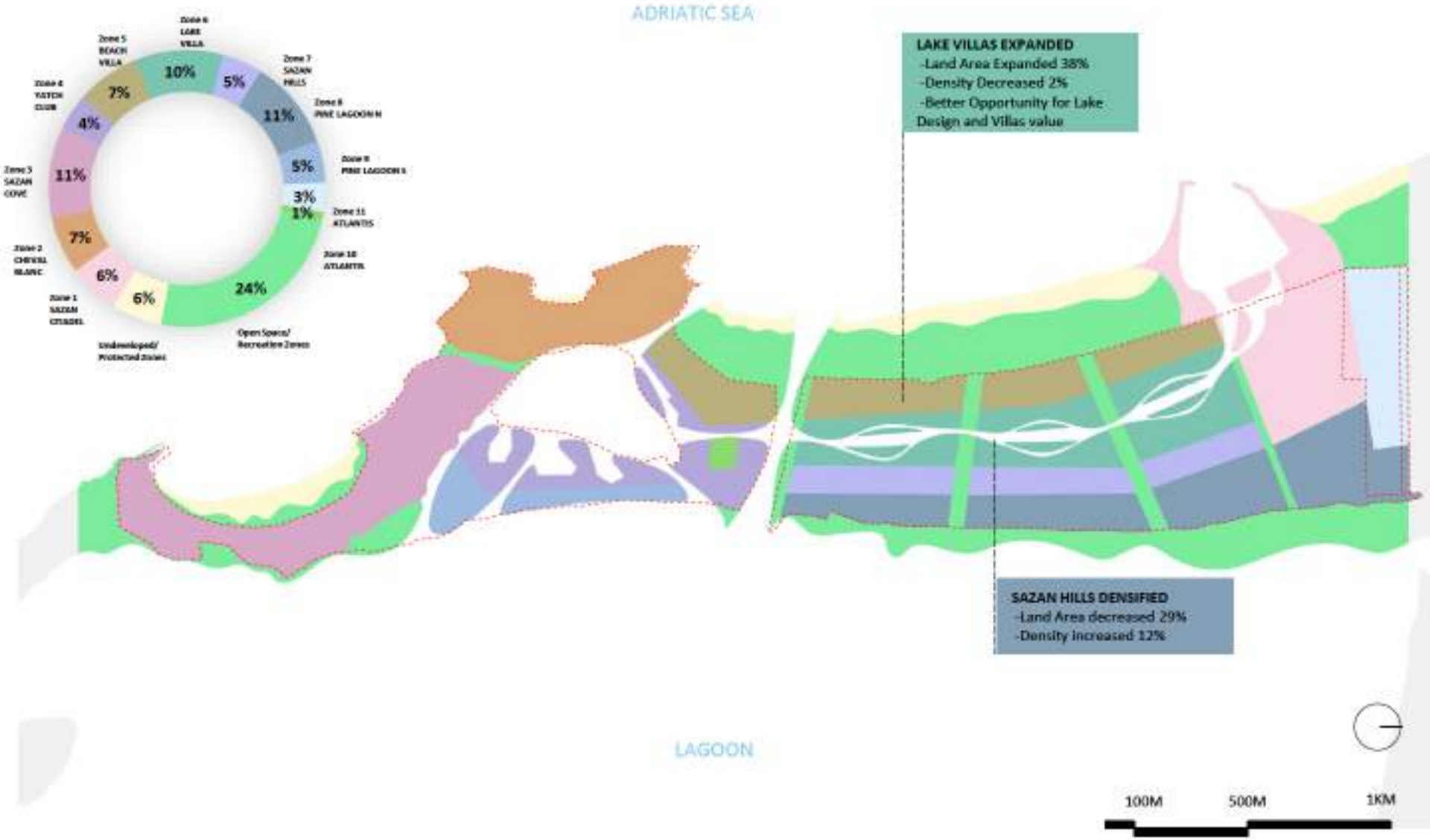
ZONE 10 CASA CIPRIANI
AREA: 35,969 SQM

ZONE 11 SAZAN ATLANTIS
AREA: 122,698 SQM

RECREATION ZONE
AREA: 877,190 SQM

UNDEVELOPABLE
AREA: 220,553 SQM

*Proportions of the program compliant to the brief
**Zone 4, 6 include body of water for FAR calculation.



STRATEGIC LAND INFILL

SITE WORK FILL HEIGHTS DIAGRAM

The siteworks strategy reuses dredged material to sculpt the landscape and improve view corridors across all zones. Three primary interventions are proposed:

1. First-row Beach, Lake, and Pine Villas: plots are elevated by 1.5 m from an existing level of GL +1.0 m to a finished level of GL +2.5 m. Estimated fill: 420,000 m³.

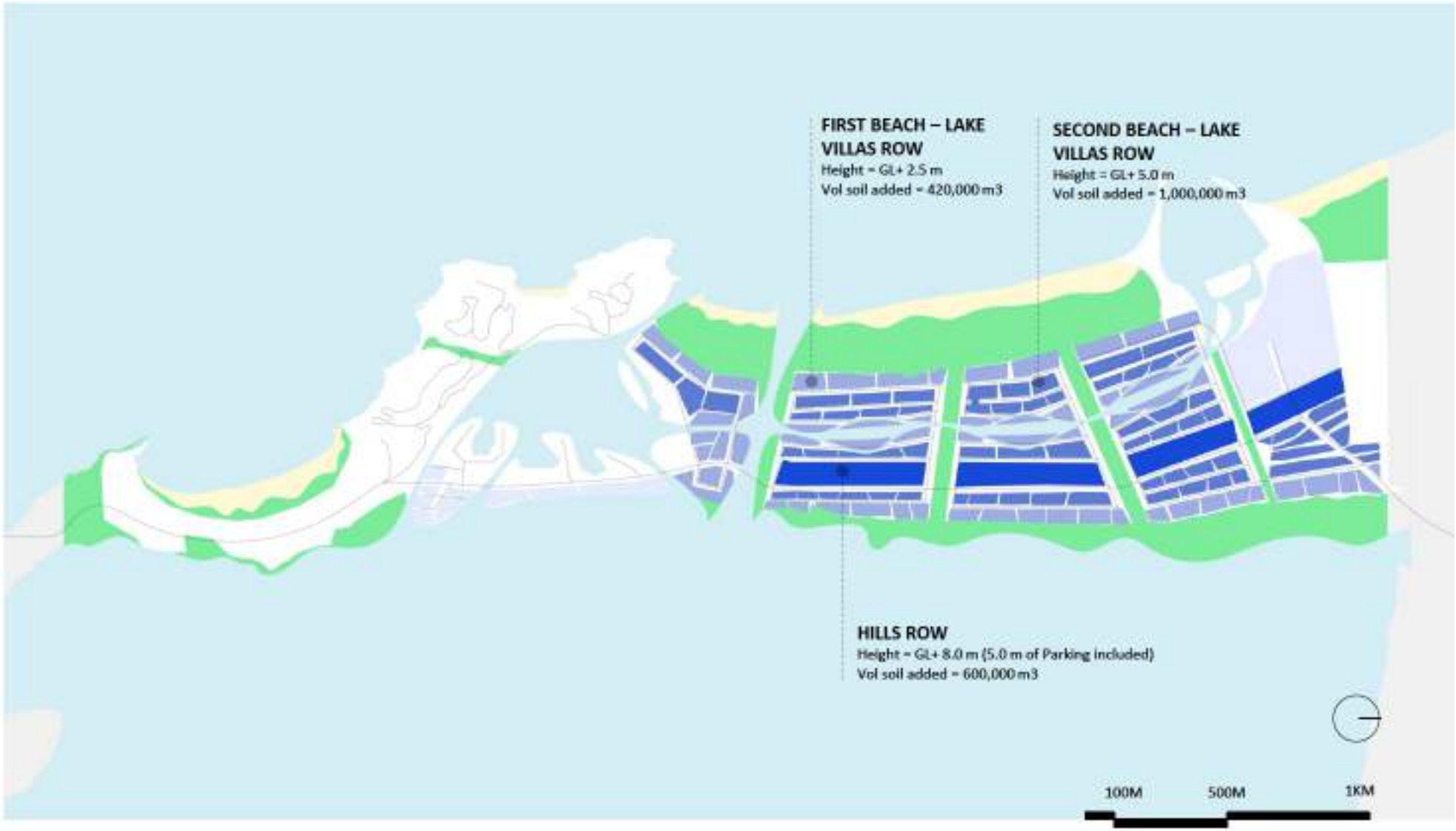
2. Second-row Beach, Lake, and Pine Villas: plots are elevated by 3.5 m from an existing level of GL +1.5 m to a finished level of GL +5.0 m. Estimated fill: 1,000,000 m³.

3. Sazan Hills: a hybrid solution combining a semi-submerged parking podium with engineered fill. From GL +1.5 m, a 5.0 m structural podium sets the base level, with an additional 1.5 m of fill to reach GL +8.0 m. Estimated fill: 600,000 m³.

The estimated total for fill is 2,020,000 m³

The total amount of dredged soil is estimated to be at **around 3 times** the required Fill Volume **at 6,000,000 m³**

- **G+8**
- **G+5**
- **G+2.5**
- **G 0**
- **Open Space / Recreational**
- **Beach**


FIRST BEACH – LAKE VILLAS ROW
Height = GL+ 2.5 m
Vol soil added = 420,000 m3
SECOND BEACH – LAKE VILLAS ROW
Height = GL+ 5.0 m
Vol soil added = 1,000,000 m3
HILLS ROW
Height = GL+ 8.0 m (5.0 m of Parking included)
Vol soil added = 600,000 m3
100M
500M
1KM

The soil filled is planned to be reused from dredging operation. Further environmental analysis and feasibility required to valuate the strategy

LAVA

PLOT PLAN

MASTERPLAN

ZONE 1

- 7 Bed Villa
- 5 Bed Villa
- 4 Bed Villas
- Billionaire Villas

ZONE 2

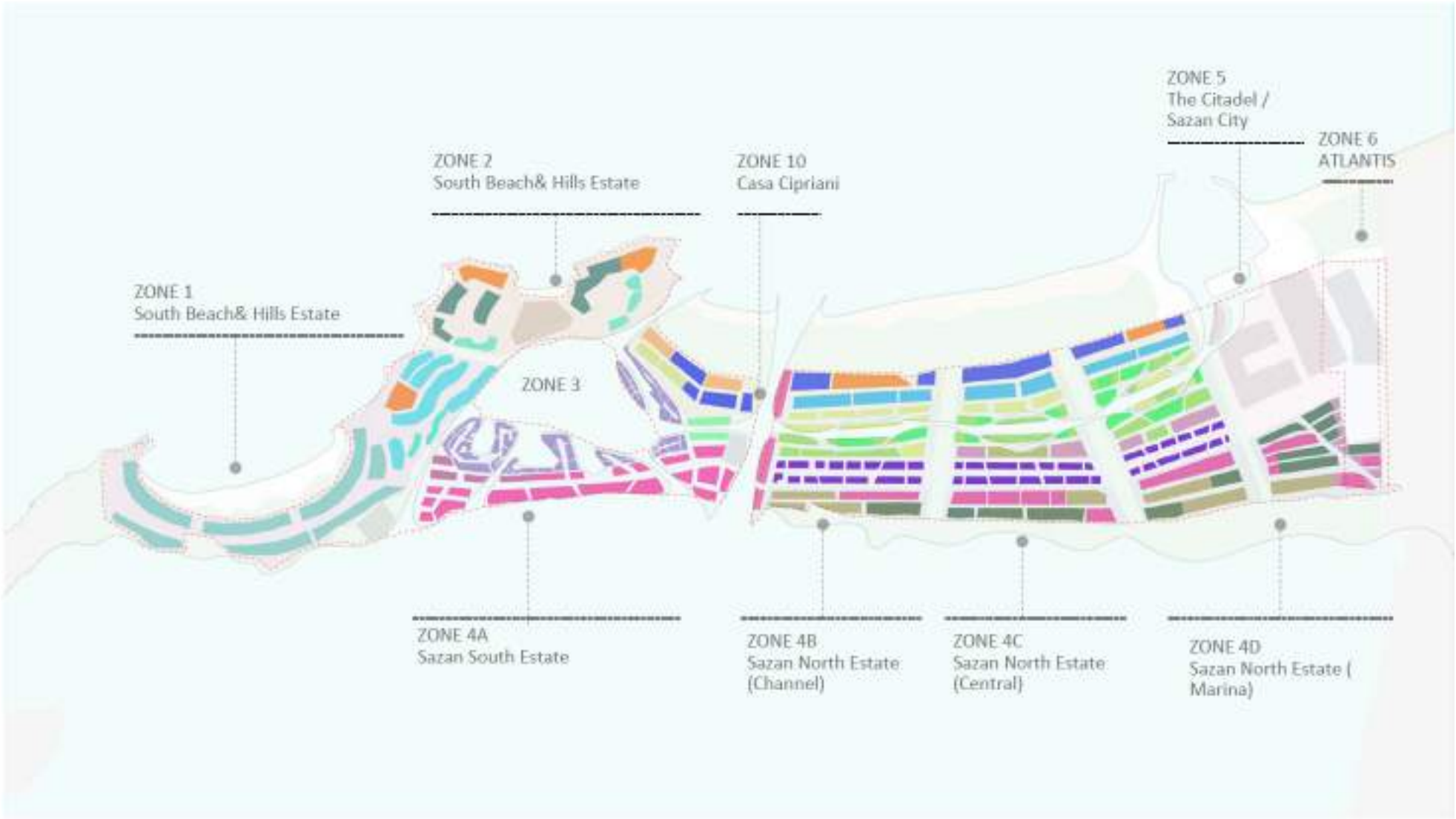
- Billionaire Villas
- 7 BD Villas (Sea Facing)
- 5 BD Villas (Lake Facing)

ZONE 3

- Yacht Club

ZONE 4A, 4B , 4C

- 4BD Pine Lagoon Villa (boat)
- 3BD Pine Lagoon Villa (South)
- 4BD Lake Villa
- 2BD Lake Villa
- 3BD Lake Villa
- 4BD Pine Lagoon Villa (boat)
- 4BD Golf Houses
- 5BD Golf Houses
- Sazan Apartments
- 3BD Pine Forest
- 3BD Pine Lagoon Villa
- Hotels, Waterpark, Beach Clubs, Citadel



PLOT PLAN - DATA

TYPE	NO. OF UNITS	TOTAL PLOT AREA
Zone 1 - South Beach& Hills Estate		
4 Bedroom Villas	10	9,750
5 Bedroom Villas	18	72,000
7 Bedroom Villas	28	252,000
Billionaires	1	12,000
Total Branded Villas	57	345,750
Beach Club, Sports Club		
Zone 2 - Cheval Blanc		
Junior Suite	20	
1 Bedroom	18	
2 Bedrooms	11	
Presidential SUITE	1	
Total Hotel Room 50 Keys	50	
HOTEL - FOH (27%)		
HOTEL- BOH (26%)		
7 Bedroom Villa (Sea Facing)	9	38,700
5 Bedroom Villa (Lake Facing)	5	13,750
Billionaires (Beach Facing)	1	12,000
Billionaires (Lake Facing)	1	12,000
Total Branded Villas	16	76,450
Zone 3- Sazan Yacht Club		
2 Bedroom Units	250	
3 Bedroom Units	250	
4 Bedroom Units	150	
Total Room Keys	650	
Zone 4A- Sazan South Estate		
Beach Front Villa (5 Bedroom)	10	35,000
Beach Back Villa (4 Bedroom)	-	0
Billionaires	2	24,000
Total Branded Villas	12	59,000.0
3 Bedroom Lake Villa (medium)	6	7,800
4 Bedroom Lake Villa (Large	8	11,200
Total Branded Villas	14	19,000.0
4 Bed - Pine Lagoon Villa (with boat)	40	52,000
3 Bed -Pine Lagoon Villa	12	18,000
3 Bed -Pine Forest Villa	10	15,000
Total Branded Villas	62	85,000
TOTAL villas	88.0	163,000

TYPE	NO. OF UNITS	TOTAL PLOT AREA
Zone 4B - Sazan North Estate - Channel		
Beach Front Villa (5 Bedroom)	4	14,000
Beach Back Villa (4 Bedroom)	9	21,600
Billionaires	2	24,000
Total Branded Villas	15	59,600.0
2 Bedroom Lake Villa (Small)	38	38,000
3 Bedroom Lake Villa (medium)	18	23,400
4 Bedroom Lake Villa (Large	7	9,800
Total Branded Villas	63	71,200.0
4 Bed - Pine Lagoon Villa	19	32,300
3 Bed -Pine Lagoon Villa	-	-
3 Bed - Pine Forest Houses		-
Golf Houses (4 Bedroom)	11	18,700
Golf Houses (5 Bedroom)	2	8,000
Total Branded Villas	13	26,700
1 Bed Apartment	200	
2 Bed Apartment	100	
3 Bed Apartment	50	
Total Branded Apt	150	-
TOTAL ZONE	110.0	189,800.0
Zone 4C - Sazan North Estate - Central		
Beach Front Villa (5 Bedroom)	7	24,500
Beach Back Villa (4 Bedroom)	7	16,800
Billionaires	-	-
Total Branded Villas	14	41,300.0
2 Bedroom Lake Villa (Small)	14	14,000
3 Bedroom Lake Villa (medium)	8	10,400
4 Bedroom Lake Villa (Large	2	2,800
Total Branded Villas	24	27,200.0
4 Bed - Pine Lagoon Villa	18	30,600
3 Bed -Pine Lagoon Villa	10	15,000
3 Bed - Pine Forest Houses	4	4,800
Total Branded Villas	32	50,400.0
Golf Houses (4 Bedroom)	21	35,700
Golf Houses (5 Bedroom)	7	28,000
Total Branded Villas	28	63,700
1 Bed Apartment	200	
2 Bed Apartment	100	
3 Bed Apartment	50	
Total Apartments	350	-
TOTAL ZONE	448.0	182,600.0

TYPE	NO. OF UNITS	TOTAL PLOT AREA
Zone 4D - Sazan North Estate - Marina		
Beach Front Villa (5 Bedroom)	5	17,500
Beach Back Villa (4 Bedroom)	-	-
Billionaires	1	12,000
Total Branded Villas	6	29,500.0
2 Bedroom Lake Villa (Small)	12	12,000
3 Bedroom Lake Villa (medium)	17	22,100
4 Bedroom Lake Villa (Large	5	7,000
Total Branded Villas	34	41,100.0
4 Bed - Pine Lagoon Villa	21	35,700
3 Bed -Pine Lagoon Villa	27	40,500
3 Bed - Pine Forest Houses	32	38,400
Total Branded Villas	80	114,600.0
Golf Houses (4 Bedroom)	20	34,000
Golf Houses (5 Bedroom)	4	16,000
Total Branded Villas	24	50,000
1 Bed Apartment	110	
2 Bed Apartment	80	
3 Bed Apartment	45	
Total Branded Apt	235	-
TOTAL ZONE	379.0	235,200.0
Zone 5- The Citadel / Sazan City		
Standard Rooms	30	
Sea View Rooms	130	
Total Hotel Room Keys	160	
HOTEL - FOH & BOH (53%)		
HOTEL TOTAL BUA		
Apartments harbour side (2 Bedroom)	50	
Apartments Sazan Hill Side (2 Bedroom)	45	
Total Apartments Keys	95	
Marina		
1 Bed Apartment	110	
2 Bed Apartment	80	
3 Bed Apartment	45	
Total Apartments	235	
TOTAL ZONE	330	

TYPE	NO. OF UNITS	TOTAL PLOT AREA
Zone-6 ATLANTIS		
Standard room	320	
Suite 1 bed	85	
Suite 2 bed	75	
Presidential Suite	15	
Royal Penthouse	5	
Total Hotel Rooms Keys	500	
HOTEL - FOH (48%)		
HOTE - BOH (20%)		
1 Bed Apartment	100	
2 Bed Apartment	150	
3 Bed Apartment	150	
Total Apartments	400	20,000.0
Facilities & FOH		
BOH		
WATER PARK RIDES AND THEMING		
Open Parking area		
Total Water Park		
Zone 10 - Casa Cipriani		
standard rooms (40%)	60	
suite (1 Bed) (28%)	20	
Suite (2 Bed) (25%)	10	
Presidential Suite (5%)	1	
Total Hotel Room Keys	91	
HOTEL - FOH (25%)		
HOTE - BOH (20%)		
HOTEL TOTAL BUA		
1 Bedroom Apartment	90	
2 Bedroom Apartment	30	
Total Apartments	120	
3 bedroom Villas	-	-
5 bedroom Villas		
Total Branded Villas	-	

INTRODUCTION

BRIEF OPTIMIZATION

The brief received as been developed and optimized to assure an equal nuber of units in conjuction with the development of Land Use strategies, Zone Characters and Mobility Strategies.

The following tab enlists the changes applied to the received brief.

LEGEND

√ Congruety with Received Brief

○ Optimized Brief

RECEIVED BRIEF

TOT UNIT 514

1	UNIT 57	
2	UNIT16	
4A	UNIT 70	
4B	UNIT 124	
4C	UNIT 99	
4D	UNIT 148	

OPTIMIZED BRIEF

TOT UNIT 514

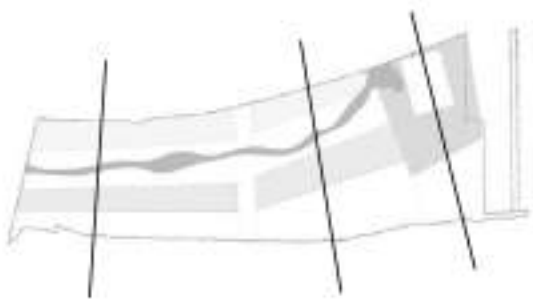
1	√	UNIT 57	
2	√	UNIT16	
4A	○	UNIT 101	
4B	○	UNIT 115	
4C	○	UNIT 91	
4D	○	UNIT 134	

LAND USE ZONING & DEVELOPMENT PROGRAM

TYPICAL SECTION DEVELOPMENT

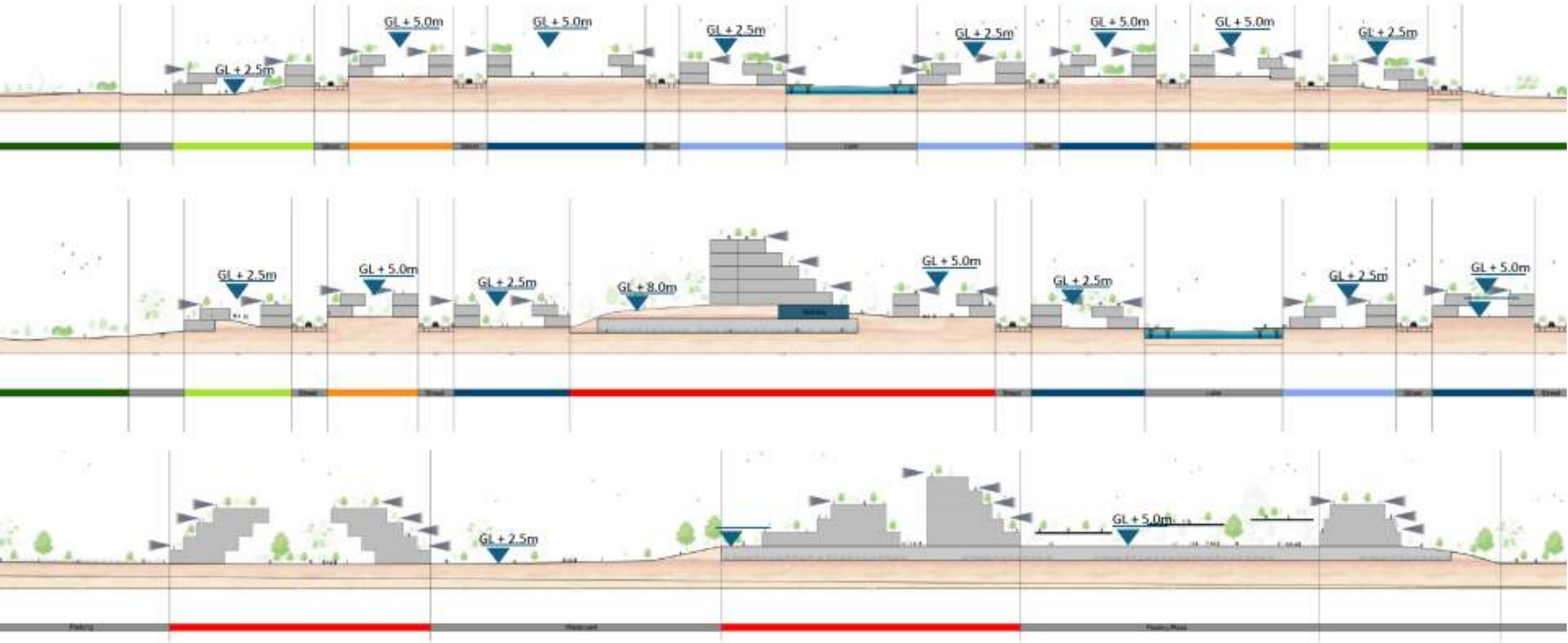
Typical sections clarify how height, terrain, and program distribution optimise views and reduce overall footprint.
Key principles include:

- Sections follow AA briefing and integrate G+2 villas along Golf and Lake edges.
- Added villa height reduces footprint and lowers overall density.
- Elevated rows improve panoramic views across the site.
- Hills typology raised +5 m to maintain visibility above G+2 villas.
- Additional level incoeporates residential parking and mobility hubs.
- Mobility hubs aligned with the secondary circulation network.



LAND USE ZONING & DEVELOPMENT PROGRAM

TYPICAL SECTION – SITE WORK DEVELOPMENT



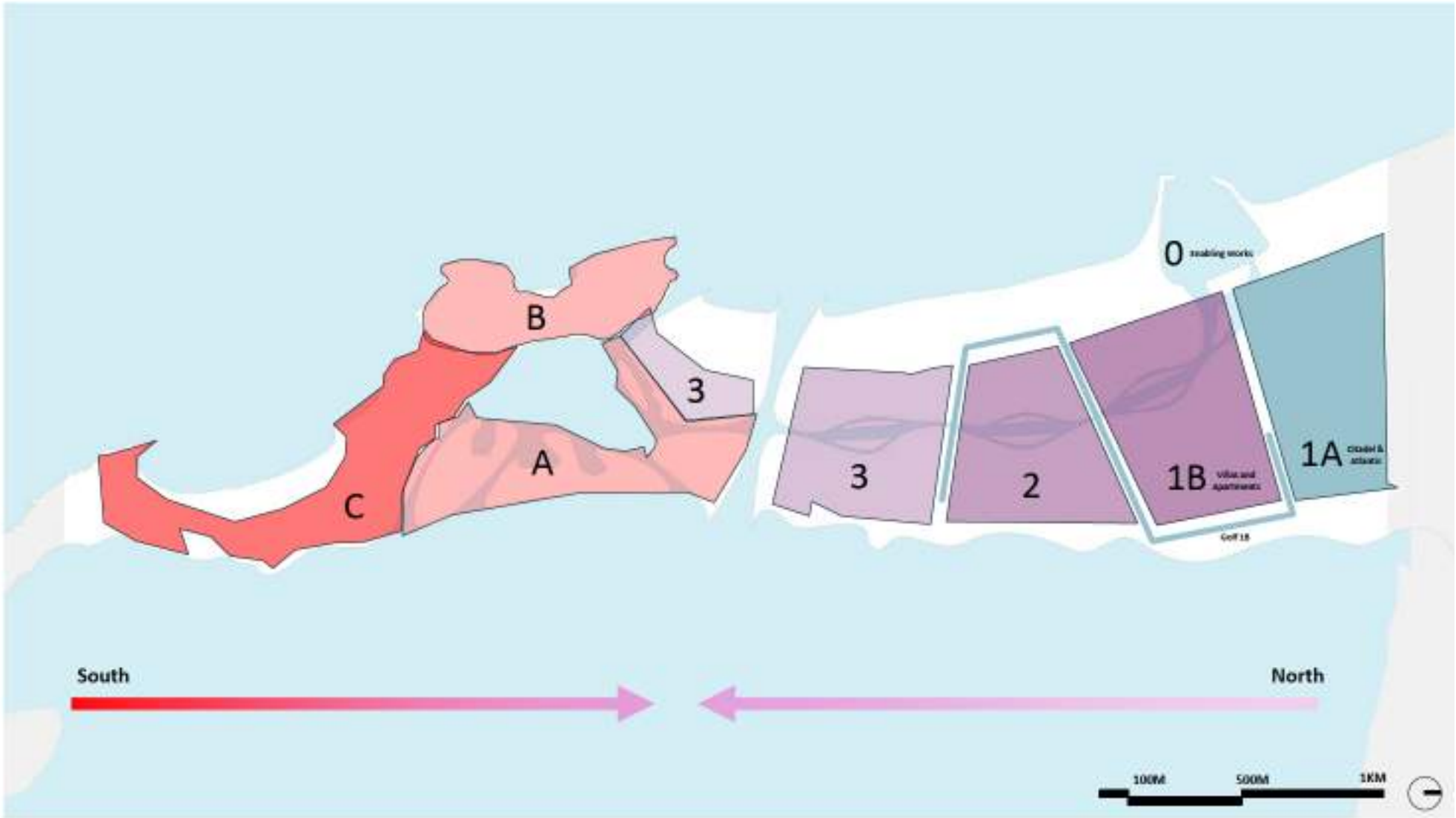
PHASING STRATEGY

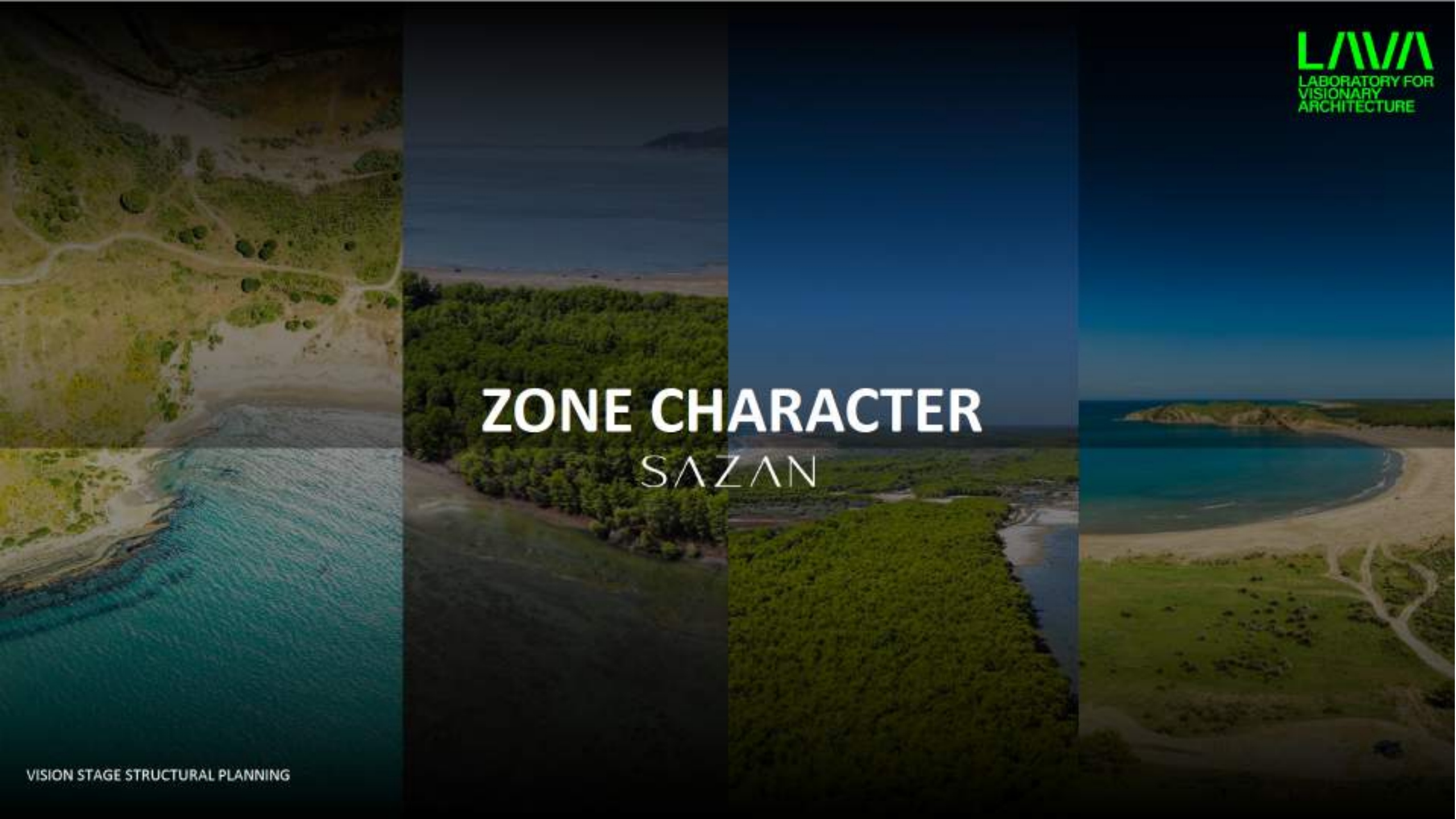
PHASING TO BE VALIDATED

The site is divided into distinct development zones, each able to proceed independently for phased delivery and flexible sequencing.

The phasing follows the principles underlined below:

- **Parallel progress**: Residential zones advance from the south and the Cheval Blanc zone from the north, converging at the site's center.
- **Environmental due diligence**: Areas requiring dredging will undergo detailed environmental studies before further development to ensure compliance and sustainability.
- **Phasing strategy**: Begin with the least capital-intensive components, then advance to more complex and costly zones—especially those involving significant dredging.




LABORATORY FOR
VISIONARY
ARCHITECTURE
ZONE CHARACTER
SAZAN
VISION STAGE STRUCTURAL PLANNING

ZONE CHARACTERISTICS

SAZAN COAST – NORTH & SOUTH

SAZAN SOUTH
Sazan South including the South Beach (Cheval Blanc location), the Sazan Cove and the Yacht Club Area (where the current lake is situated)
NARTA LAGOON
SAZAN NORTH
Sazan North encompassing the entire land situated north of the current Canal
ADRIATIC SEA

ZONE CHARACTERISTICS

ZONING ORGANIZATION

The urban grid is shaped to respect natural systems while maintaining a coherent development framework. Key principles include:

- Grid aligns with lakes and green corridors, creating protective buffer zones.
- Structured yet flexible layout that adapts to topography and ecological features.
- Minimum 20% of each plot reserved as undeveloped ecological land.
- These reserves interlink to form a continuous green network.
- Green network enhances biodiversity, microclimate, and overall environmental performance.

ZONE 3
SAZAN COVE

ZONE 4
SAZAN YATCH CLUB

ZONE 6
SAZAN LAKE VILLAS

ZONE 2
CHEVAL BLANC

ZONE 8 - 9
SAZAN PINE VILLAS
North - South

ZONE 7
SAZAN HILLS

ZONE 5
SAZAN BEACH VILLAS

ZONE 10
SAZAN ATLANTIS

ZONE 1
SAZAN CITADEL

ZONE CHARACTERISTICS

SAZAN CITADEL

The Mixed Use "Downtown" Center of activity for the Sazan Coast

ZONE CHARACTERISTICS

SAZAN CITADEL

ZONE CHARACTERISTICS

CITADEL & ATLANTIS

- ▲ Car Access Point
- (01) Citadel Apartments
- (02) Open Internal Courtyards
- (03) Main Mobility HUB
- (04) District Mobilty
- (05) Sazan Marina
- (06) Atlantis Hotel
- (🚶) Social Hub / Golf Zones

ZONE CHARACTERISTICS

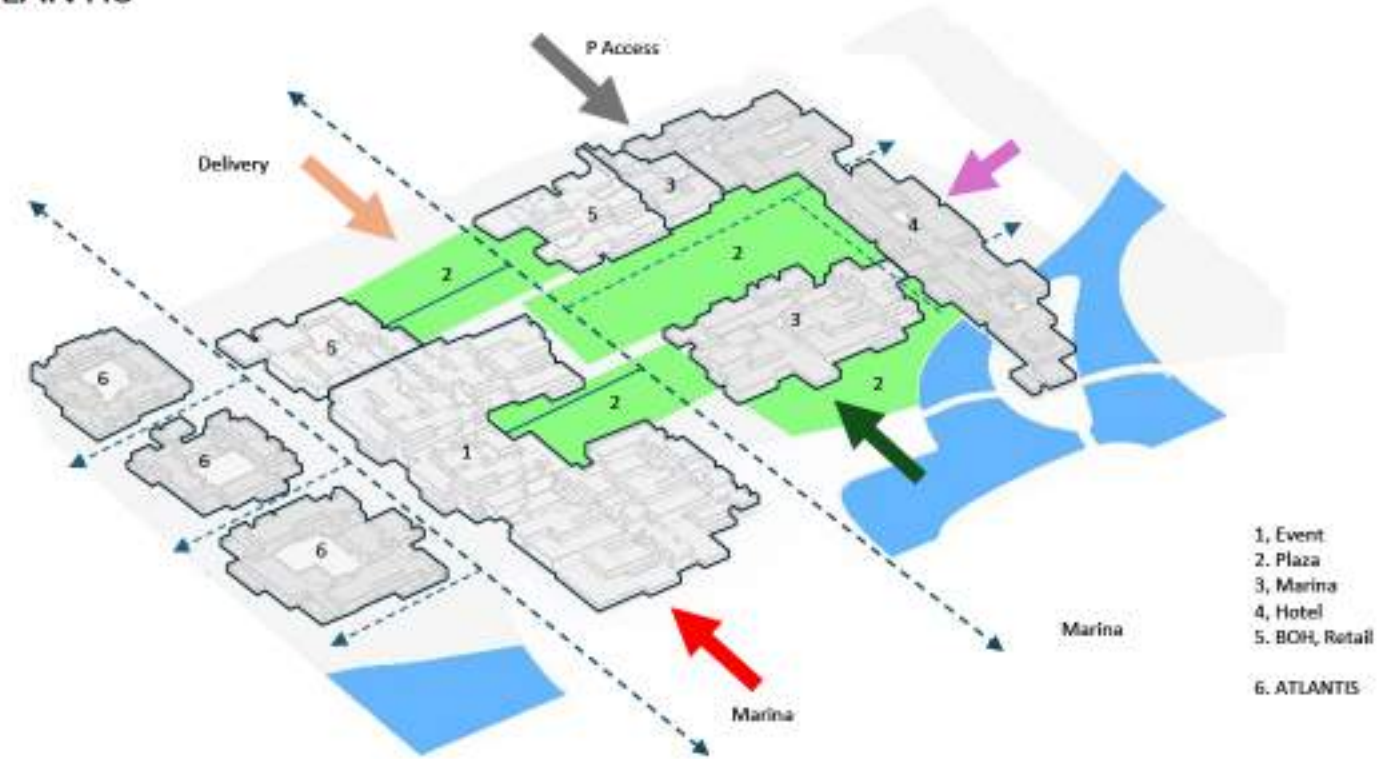
NOTHERN DOWNTOWN – HARBOR CITADEL ATLANTIS

SAZAN CITADEL

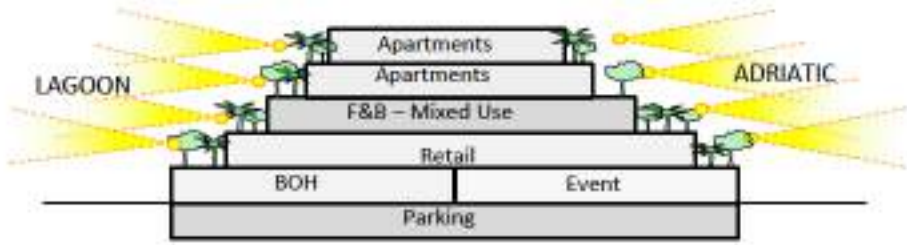
Key Map- Zoning

The Citadel is reimagined as a porous and connected structure that integrates seamlessly with the Sazan Hills.

- Pathways weave plazas, courtyards, and corridors into a fluid pedestrian network.
- Entrances, hillside links, and micro-mobility routes enhance accessibility and flow.
- Super-blocks softened by green belts and planted terraces foster permeability.
- Public spaces encourage cultural and social encounters in a Mediterranean spirit.
- Modular frameworks allow flexible adaptation while maintaining spatial coherence.
- The architecture cultivates a living topography — dense yet open, civic yet intimate.



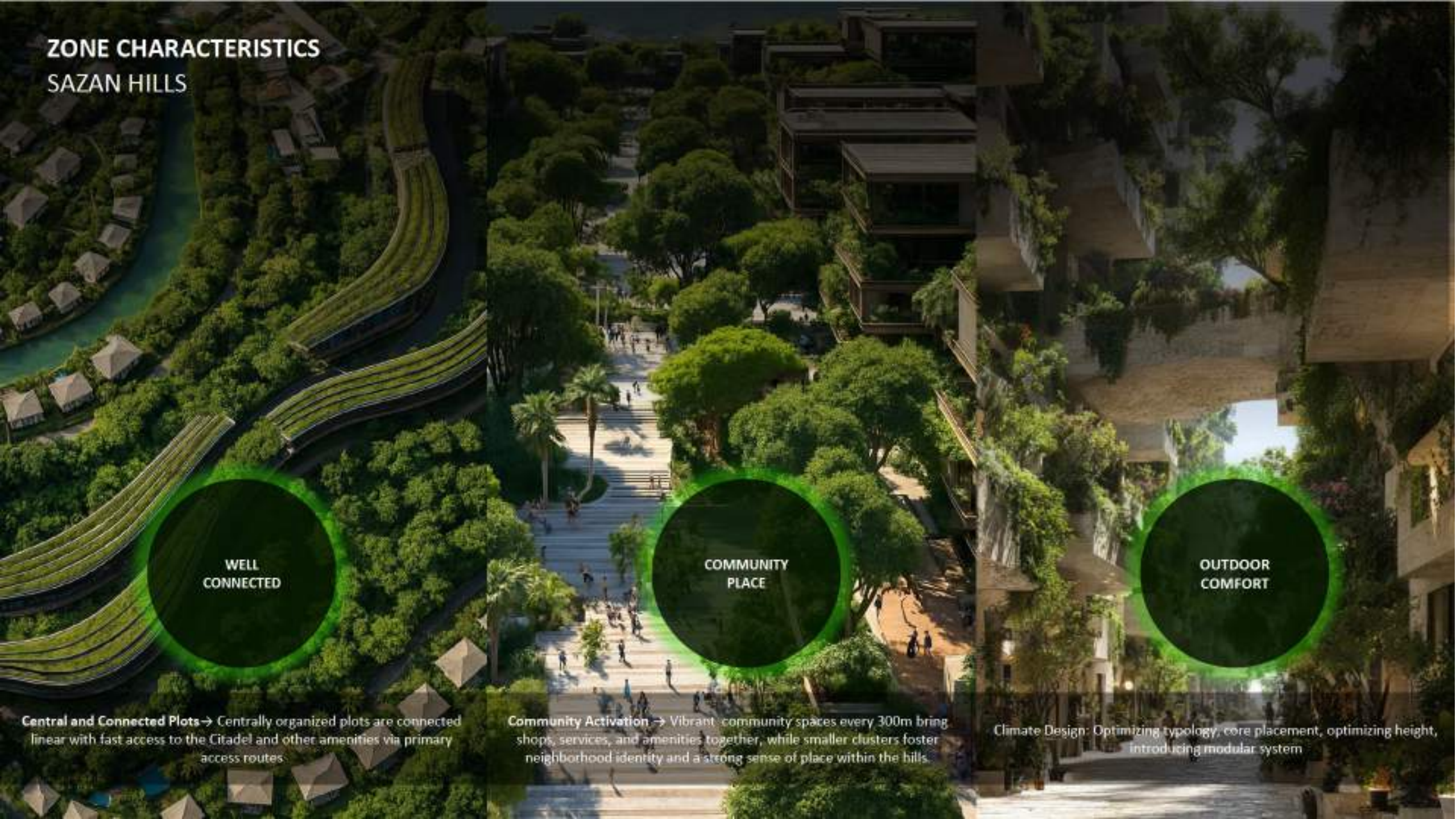
Development Layout Strategy



Terracing Strategy – Panoramic Opportunities

ZONE CHARACTERISTICS

SAZAN HILLS



WELL CONNECTED

Central and Connected Plots→ Centrally organized plots are connected linear with fast access to the Citadel and other amenities via primary access routes

COMMUNITY PLACE

Community Activation → Vibrant community spaces every 300m bring shops, services, and amenities together, while smaller clusters foster neighborhood identity and a strong sense of place within the hills.

OUTDOOR COMFORT

Climate Design: Optimizing typology, core placement, optimizing height, introducing modular system

ZONE CHARACTERISTICS

SAZAN HILLS

- Car Access Point
- 01 Hills Apartments
- 02 Open Internal Courtyards
- 03 Micromobility Access
- 04 Micro Mobility HUB
- 05 Main Mobility HUB
- 06 District Mobilty
- Social Hub / Golf Zones

ZONE CHARACTERISTICS

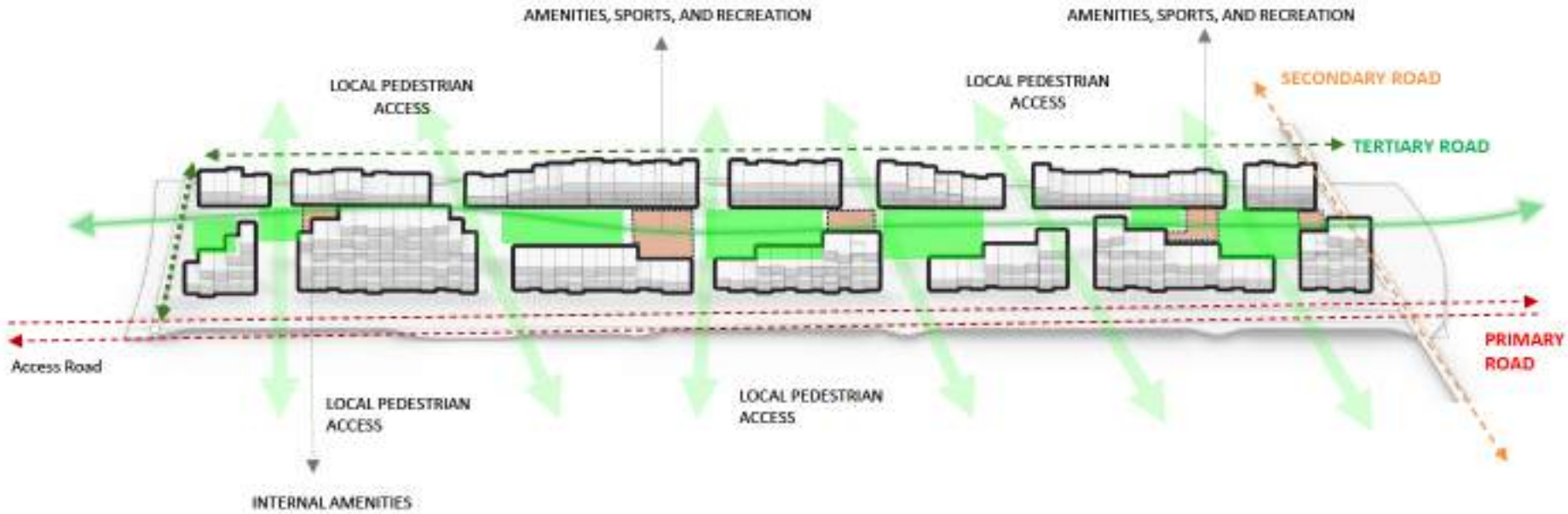
SAZAN HILLS DEVELOPMENT STRATEGY

Key Map- Zoning

Sazan Hills form a structured yet permeable urban landscape with calibrated building placement that shapes plazas and supports hillside ecology.

The main features include:

- Shifted blocks create shared courtyards that enhance airflow and daylight.
- Rowhouse/duplex units are oriented for cross-ventilation, privacy, and framed views.
- Blue–Green corridors link homes through shaded ecological routes.
- Microclimate studies guide block geometry for optimal ventilation and shading.
- Plaza nodes activate key intersections and social life.
- Shaded ground floors host local amenities and improve permeability.
- A modular rhythm keeps density scalable and climate-responsive.
- The result is a breathable, connected environment where architecture and landscape co-evolve.



COURTYARD URBAN DESIGN

TERRACED LANDSCAPE

PLACE FOR RECREATION AND AMENITIES

ZONE CHARACTERISTICS

BEACH VILLAS - BLUE-GREEN NETWORK: INTEGRATED VISION

CONNECTION TO NATURE

DESIGN FOR VIEW

Experiential Transport

Seclusion & Privacy → The Beach Villas are designed on hills to enable views but also privacy from local circulation.

Design for views → Beach Villas are designed to always have views to the Adriatic while also ensuring privacy through design

Natural Connections → Seamless, multi-modal transport with walkable and bike-friendly pathways that reduce traffic, support circular economies, and keep communities connected year-round.

ZONE CHARACTERISTICS

BEACH VILLAS

- Car Access Point
- 01 Front Villa
- 02 Back Villa
- 03 Beach Access
- 04 Beach Club
- Social Hub / Golf Zones

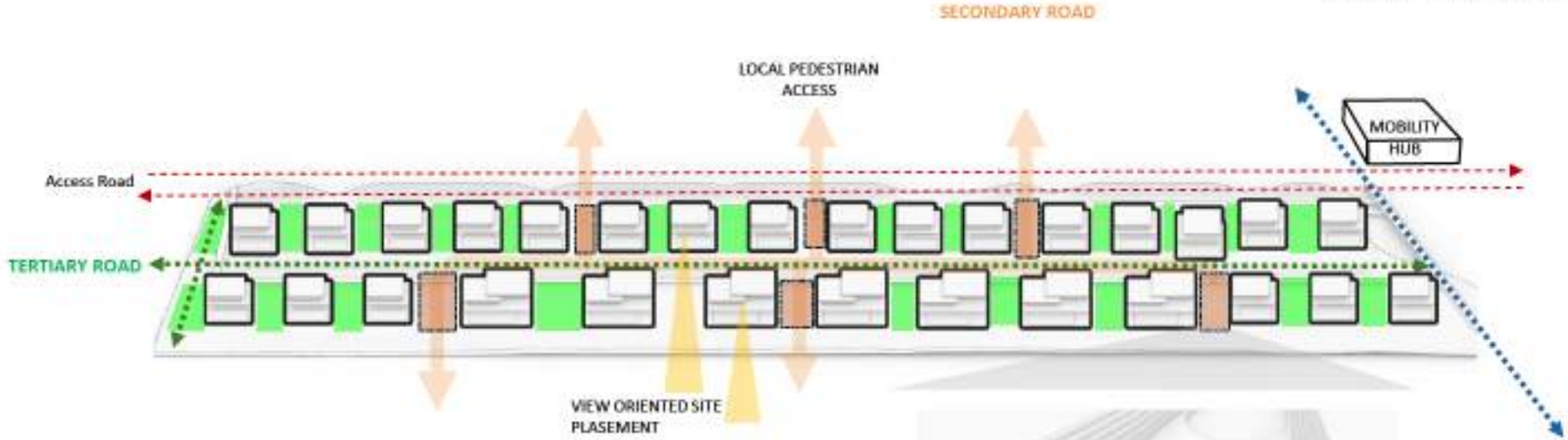
ZONE CHARACTERISTICS

SAZAN BEACH VILLAS DEVELOPMENT STRATEGY

Key Map- Zoning

The Villas are developed in linear fashion and follow a logic that allows for formal development and adaptability.

- Linear villa structure follows the coastline, ensuring clarity of organization and adaptive growth.
- Orthogonal plot logic provides efficiency in layout while maintaining visual coherence and spatial rhythm.
- Subtle clustering forms intimate residential enclaves connected through shaded pedestrian routes.
- Tertiary and quaternary networks promote micro-mobility and calm access, prioritizing pedestrian experience.
- Green corridors weave between villas, reinforcing ecological continuity and soft visual boundaries.
- View-oriented planning optimizes sightlines toward the beach, lake, and lagoon.
- The overall composition evokes a sense of quiet coastal retreat — ordered yet immersed in nature.



Public Amenity

Connecting zones provide compact leisure areas between the buildings

OPTIMIZED FOR VIEW

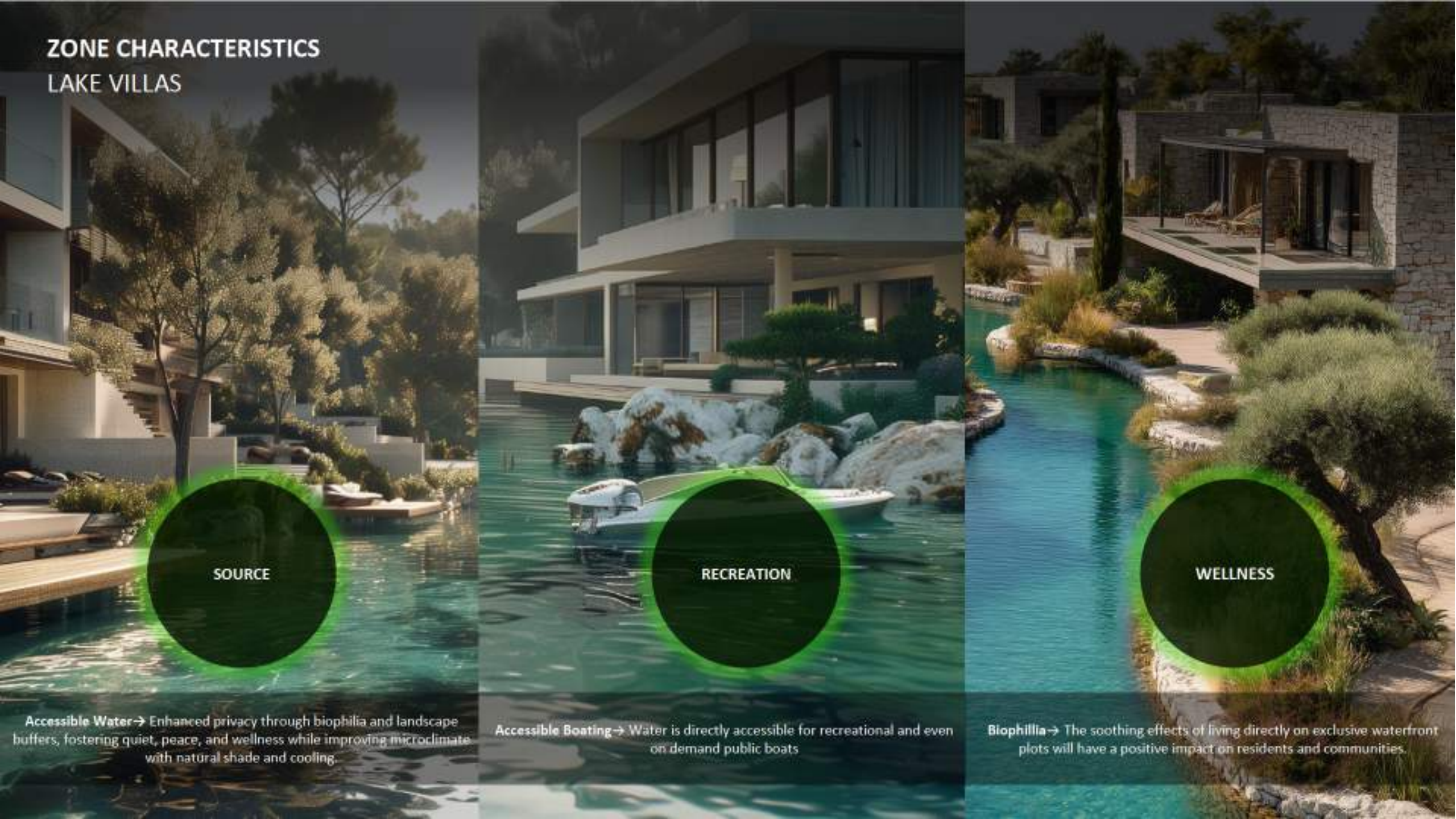
WALKABLE LANDSCAPE

TRAFFIC CALM

PRIVATE ACCESS

ZONE CHARACTERISTICS

LAKE VILLAS



Accessible Water→ Enhanced privacy through biophilia and landscape buffers, fostering quiet, peace, and wellness while improving microclimate with natural shade and cooling.

Accessible Boating→ Water is directly accessible for recreational and even on demand public boats

Biophillia→ The soothing effects of living directly on exclusive waterfront plots will have a positive impact on residents and communities.

ZONE CHARACTERISTICS

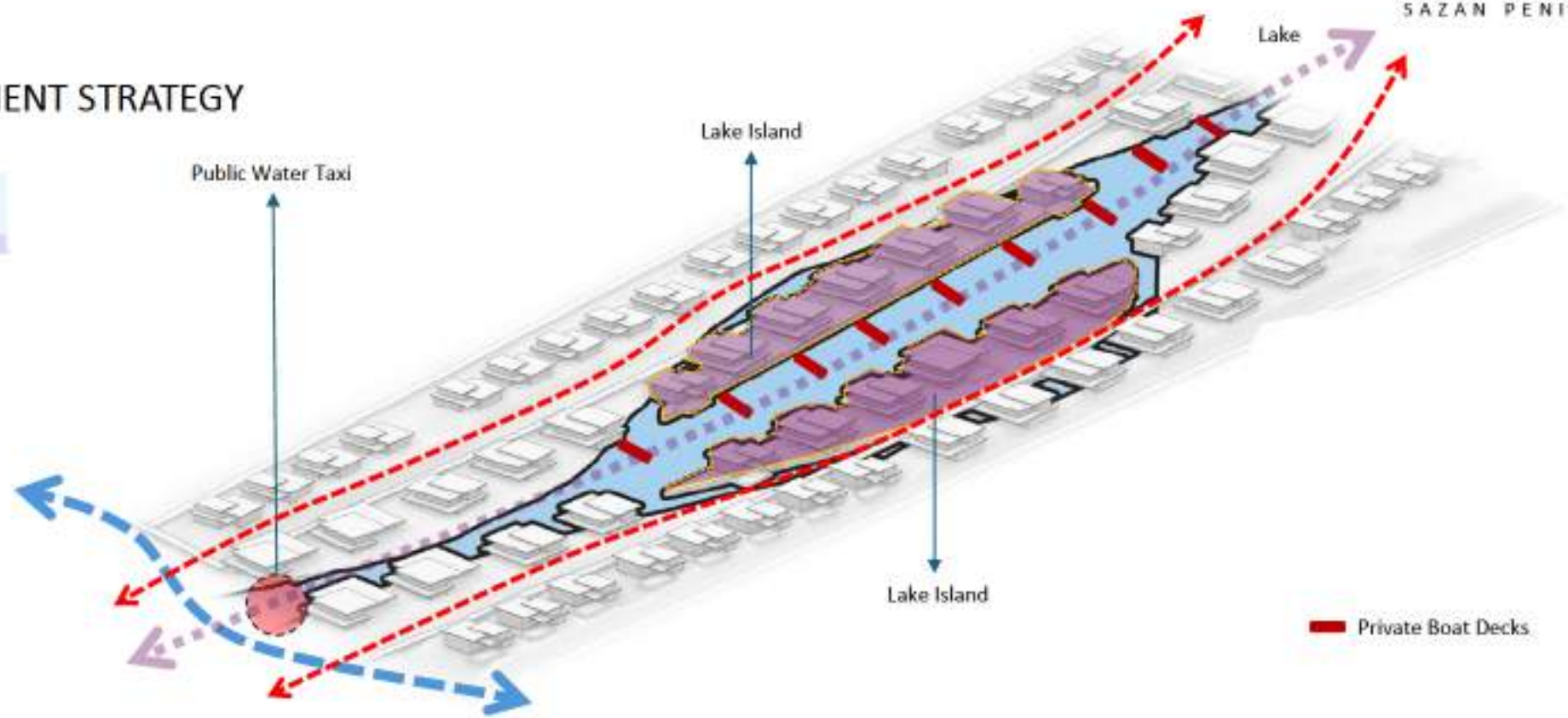
LAKE VILLAS

- Car Access Point
- 01 Front Villa
- 02 Back Villa
- 03 Lake
- Social Hub / Golf Zones
- Water Taxi

ZONE CHARACTERISTICS

LAKE VILLAS – DEVELOPMENT STRATEGY

Key Map- Zoning



The Lake Villas Zone is shaped around a strong dialogue between water, landscape, and high-end residential living.
Key principles include:

- Villas arranged in two rows: one with direct water access, one elevated for panoramic lake views.
- Island clusters formed through reclaimed land to enrich the waterfront setting.
- Private boat access provided for front-row lakefront villas.
- Water taxi services enhance exclusivity and connectivity within the zone.
- Interwoven blue–green networks create a premium, immersive landscape experience.
- Overall composition elevates the value and identity of the North-Central Sazan development.

WATER NEARNESS

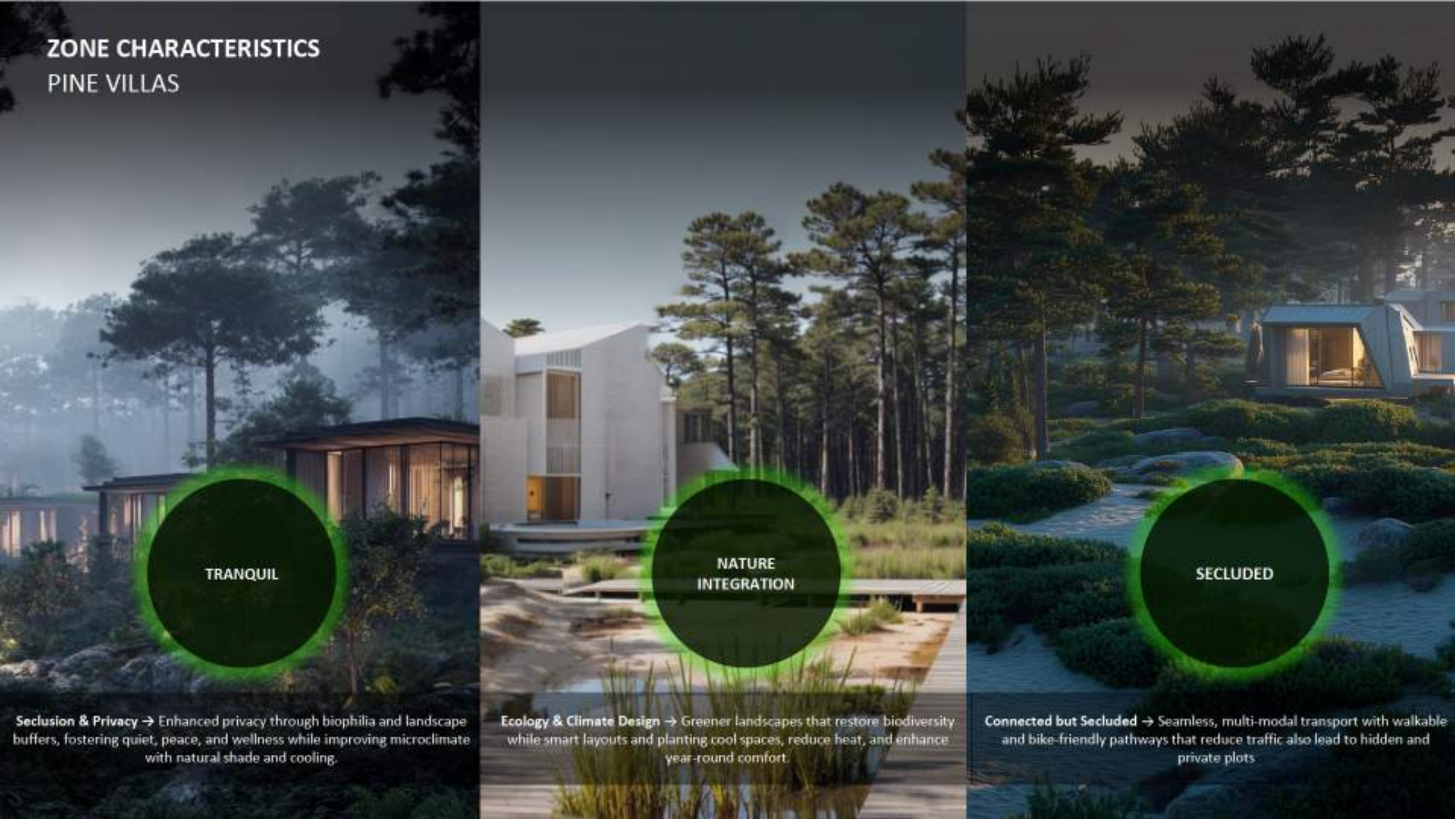
PRIVATE PIERS

NAVIGABLE LAKE

MEANDERING SCENERY

ZONE CHARACTERISTICS

PINE VILLAS



Seclusion & Privacy → Enhanced privacy through biophilia and landscape buffers, fostering quiet, peace, and wellness while improving microclimate with natural shade and cooling.

Ecology & Climate Design → Greener landscapes that restore biodiversity while smart layouts and planting cool spaces, reduce heat, and enhance year-round comfort.

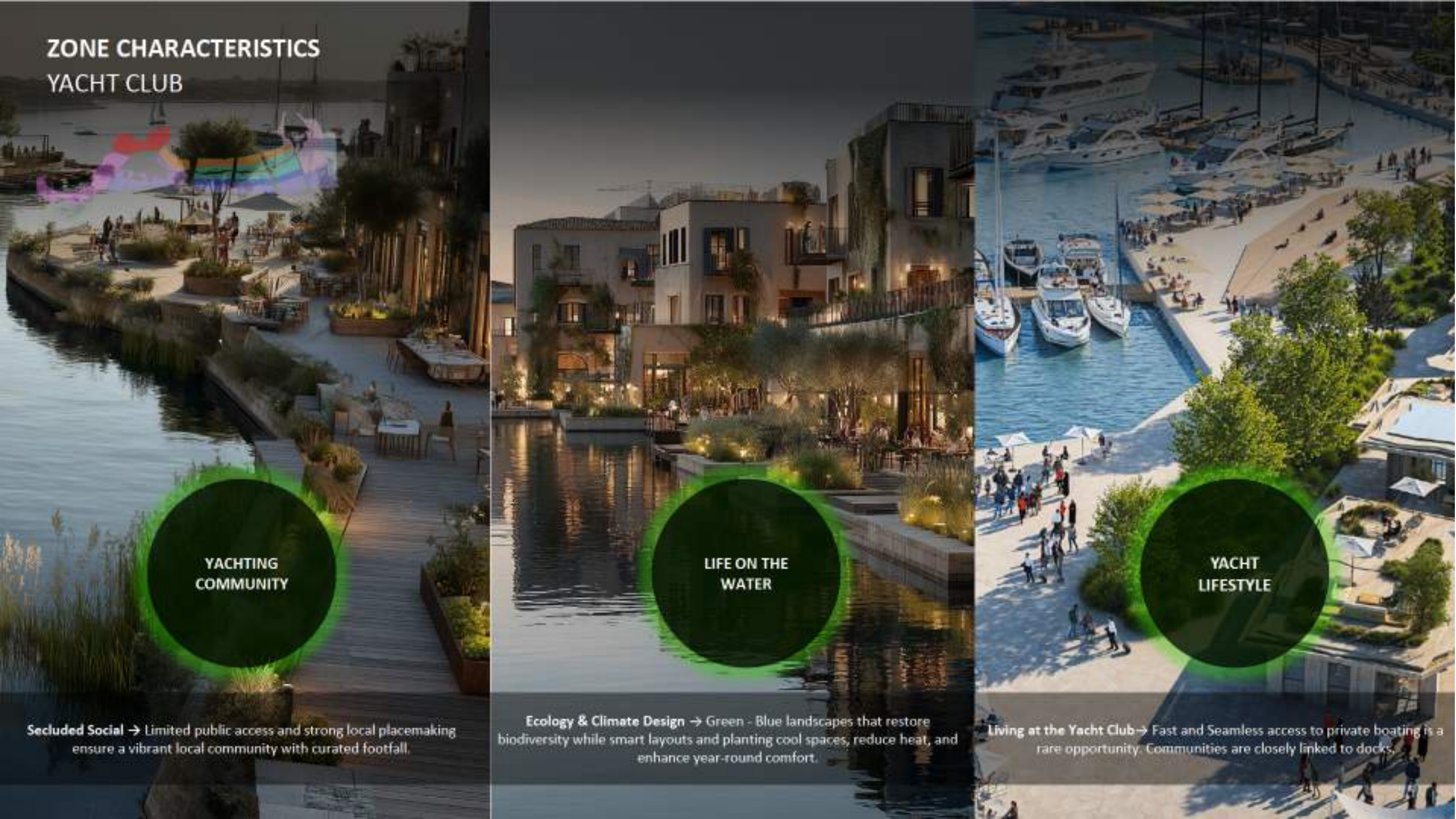
Connected but Secluded → Seamless, multi-modal transport with walkable and bike-friendly pathways that reduce traffic also lead to hidden and private plots

ZONE CHARACTERISTICS

PINE VILLAS

ZONE CHARACTERISTICS

YACHT CLUB



YACHTING COMMUNITY

Secluded Social → Limited public access and strong local placemaking ensure a vibrant local community with curated footfall.

LIFE ON THE WATER

Ecology & Climate Design → Green - Blue landscapes that restore biodiversity while smart layouts and planting cool spaces, reduce heat, and enhance year-round comfort.

YACHT LIFESTYLE

Living at the Yacht Club→ Fast and Seamless access to private boating is a rare opportunity. Communities are closely linked to docks.

ZONE CHARACTERISTICS

YACHT CLUB

- ▲ Car Access Point
- (01) Public Square
- (02) F&B Terrasses
- (03) Privat Pier / Water Canal
- (04) Ferry Access
- (05) Yatch Club

ZONE CHARACTERISTICS

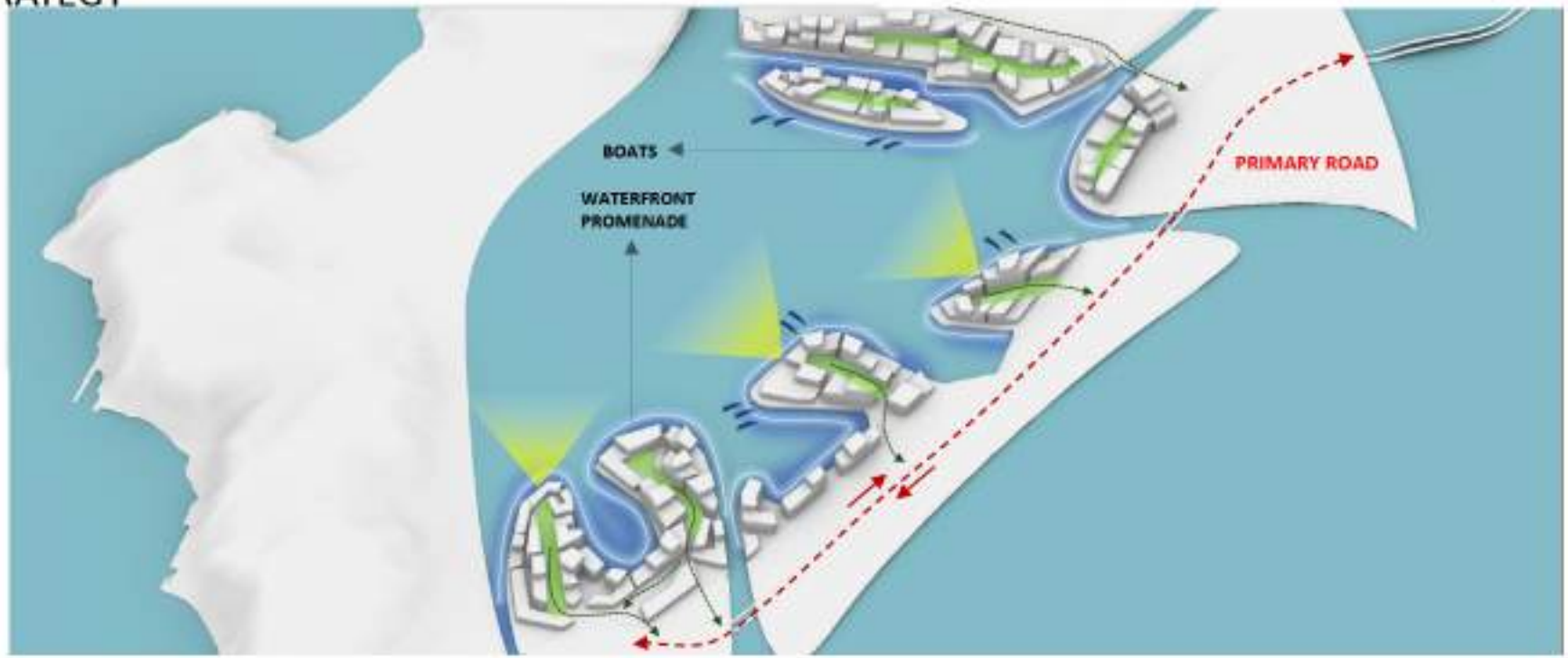
YACHT CLUB

ZONE CHARACTERISTICS

YACHT CLUB DEVELOPMENT STRATEGY

Key Map- Zoning

- The Yacht Club is central to the South Sazan
- Waterfront Residential Units have direct access to promenades with docks providing unprecedented access to boating and waterfront living.
- Walkways surrounding the residential complex of the yacht club create opportunities for social space.
- Buildings are terraced with open balconies and accessible rooftops providing panoramic views.
- The hills provide a natural buffer from Adriatic winds. The Yacht Club is a sheltered environment.
- While technically an "inland" marina, it is easily accessible from the Adriatic. Risk to damage from storm sea swells is minimized.

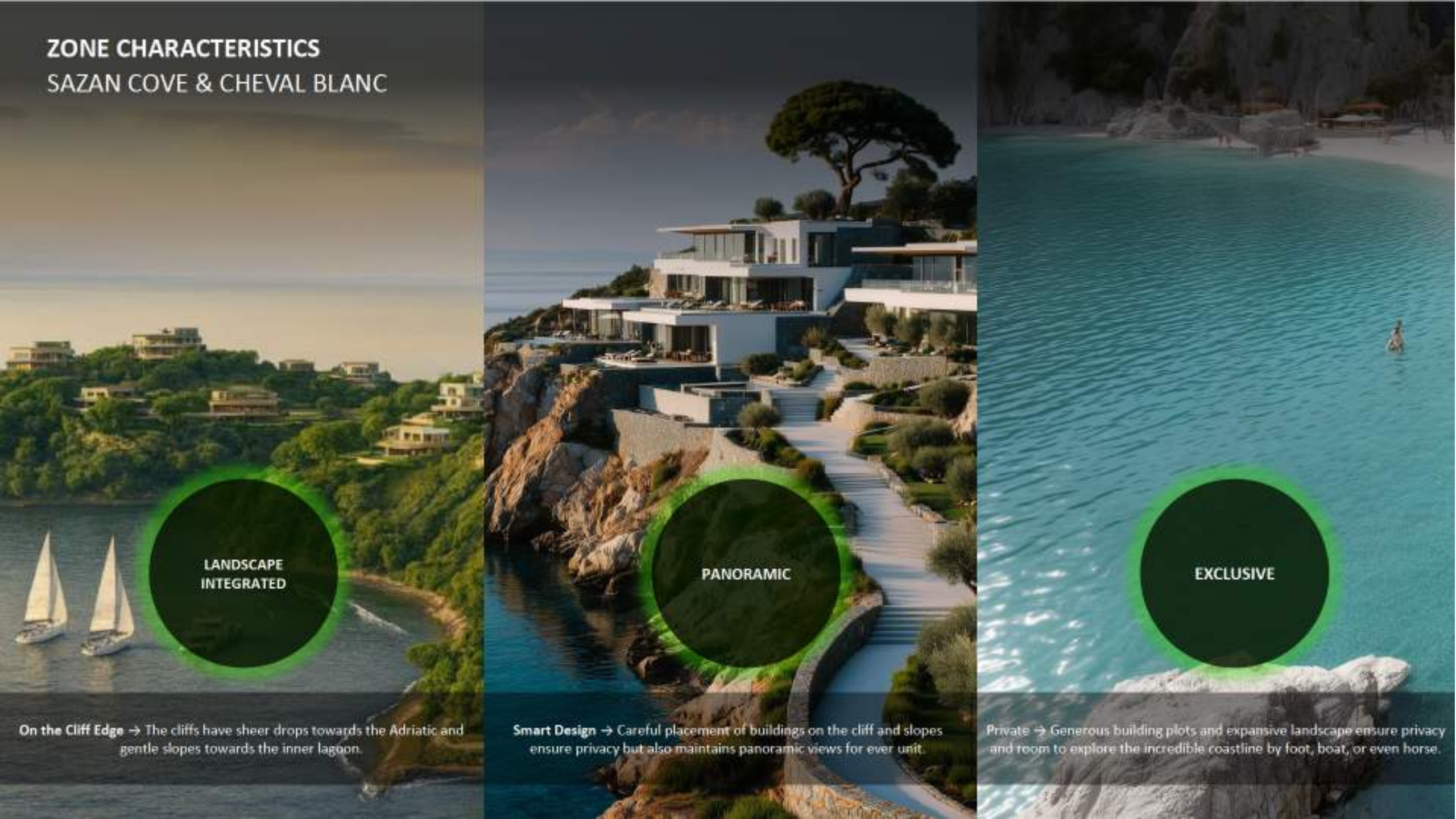


TERRACING FOR ACTIVE ROOFSCAPE AND VIEW

WATERFRONT PROMENADE FOR PRIVATE YACHTS

ZONE CHARACTERISTICS

SAZAN COVE & CHEVAL BLANC



LANDSCAPE INTEGRATED

On the Cliff Edge → The cliffs have sheer drops towards the Adriatic and gentle slopes towards the inner lagoon.

PANORAMIC

Smart Design → Careful placement of buildings on the cliff and slopes ensure privacy but also maintains panoramic views for ever unit.

EXCLUSIVE

Private → Generous building plots and expansive landscape ensure privacy and room to explore the incredible coastline by foot, boat, or even horse.

ZONE CHARACTERISTICS

SAZAN COVE & CHEVAL BLANC

ZONE CHARACTERISTICS

SAZAN COVE & CHEVAL BLANC

- ▲ Car Access Point
- (01) Cheval Blanc Resort
- (02) Cove Beach Club
- (03) Equestrian Center
- (04) Main Mobility HUB
- (05) Micro Mobility HUB
- (06) Private CB Beach
- (07) Private Cove Beach

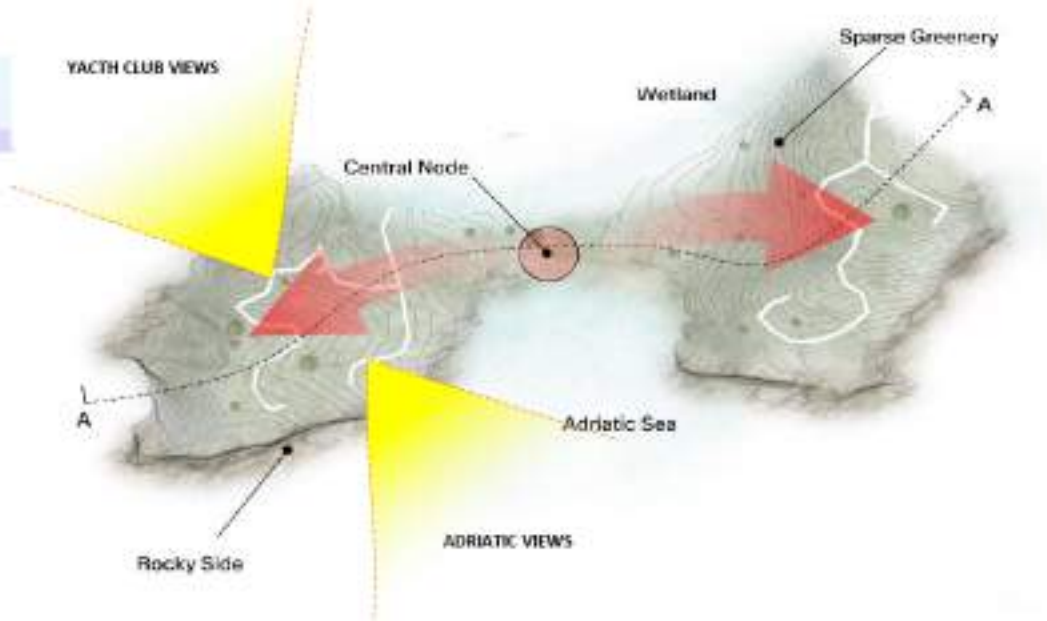
ZONE CHARACTERISTICS

SAZAN COVE & CHEVAL BLANC

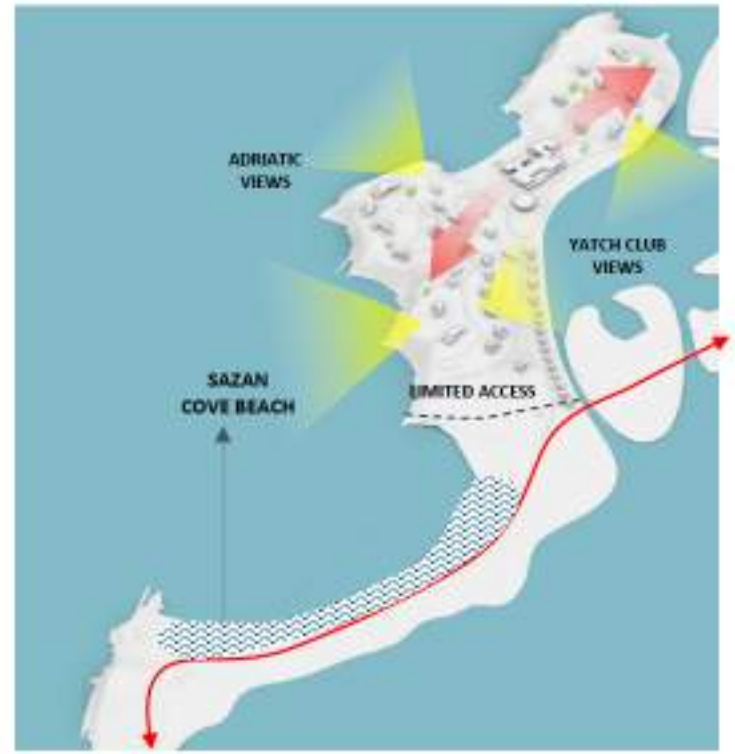
Key Map- Zoning

The design integrates Cheval Blanc into the hillside with modular flexibility, ecological sensitivity, and panoramic connectivity.

- Villas follow natural contours to reduce cut-and-fill.
- Dual-orientation plots capture the Adriatic Sea and Yacht Club views.
- Central node anchors circulation and shared services.
- Natural ridgelines preserved to enhance landscape ecology.
- Modular villa system adapts flexibly to varied site conditions.
- Layouts and apertures calibrated to optimize view corridors.
- Architecture and landscape integrated to create a seamless horizon experience.

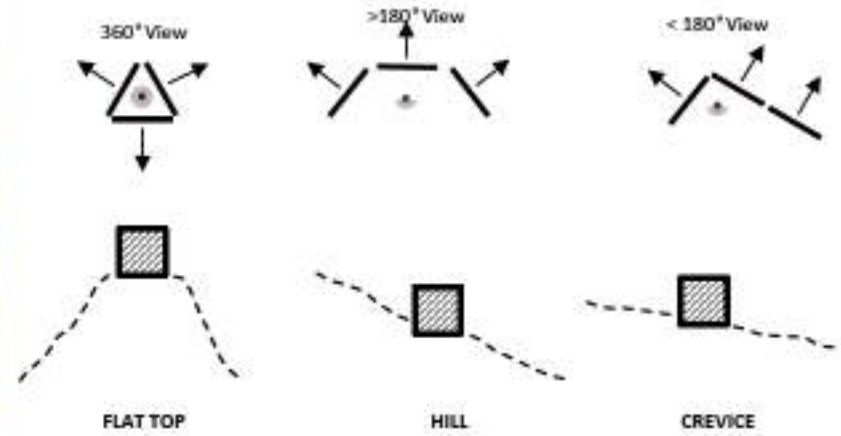


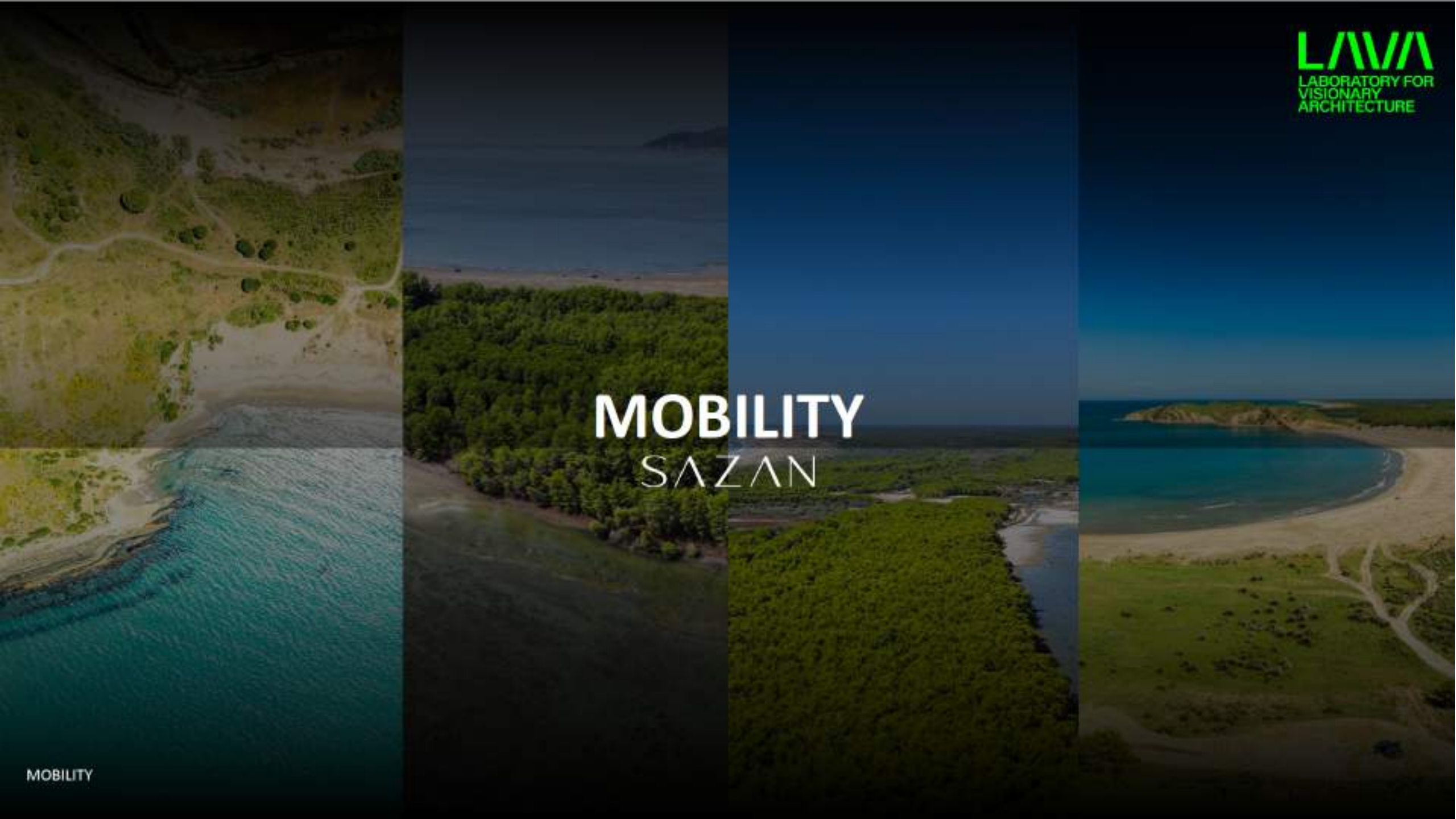
CHEVAL BLANCH
DEVELOPMENT LAYOUT STRATEGY



EQUISTERIAN CENTER

FEATURE TERRAIN




LABORATORY FOR
VISIONARY
ARCHITECTURE
MOBILITY
SAZAN
MOBILITY

MOBILITY PRINCIPLES AND VISION

VISION

Five key mobility principles have been defined to guide the design proposal, focusing on the needs of UHNWI and integrating the latest technologies and solutions to enhance the overall user experience.

EXCLUSIVE ARRIVAL EXPERIENCE

Arrival experiences are maximized for UHNWIs by providing an exclusive access road dedicated to the southern part, and seamless interchange points between key assets.

TAILORED ON USER GROUPS

Mobility strategies, especially parking access strategies are tailored to cover the needs of all user groups (residents, hotel guests, daily visitors, and staff).

PEDESTRIAN-ORIENTED CITADEL

The Citadel has a main mobility hub for visitors and residents, offering multimodal connections that enhance the overall pedestrian-friendly environment through engaging attractions and active travel modes.

SECURITY AND PRIVACY

Accessibility strategies and the road network are developed with careful consideration of residents' needs, including privacy and security. Daily visitors are not allowed to access the southern part of the masterplan.

INNOVATIVE MOBILITY SOLUTIONS

Innovative and future-proof mobility solutions and devices are included for the Savan community. Autonomous shuttles will be one of the key devices to be used in the internal mobility.

MOBILITY PRINCIPLES AND VISION

VISION

ROAD NETWORK

A defined hierarchy of road typologies, ensuring a gradual transition from primary roads to local streets.

A loop system providing wide access to villas and residential units, enabling efficient and short travel times.

Limited and controlled access to the road network within gated areas and private communities.

MOBILITY HUBS

Balanced distribution of mobility hubs, filtering traffic through a strategic allocation of parking capacities.

Main hub at the Citadelle, providing a wide range of services to support movement and circulation around this key attraction.

District hubs positioned along the main spine, ensuring proximity and accessibility to all zones within the masterplan.

PUBLIC TRANSPORT

Internal fleet providing scheduled public transport services along the main spine, with stops at key district hubs.

Direct connection between the airport and the main hub at the Citadelle.

On-demand shuttles and water taxis serving neighborhood areas and expanding the overall accessibility network.

MICRO MOBILITY

Diverse micro-mobility path types, integrated with the established road network hierarchy.

Micro-mobility services available at all hub types, with dedicated hubs spaced approximately every 300 meters.

Pedestrian mid-block connections enhancing accessibility and connectivity between blocks and buildings.

LOGISTICS

Using an internal fleet managed by the masterplan, operating during off-peak hours

Fulfillment Center at the Main Hubs; Large external logistics vehicles will stop here

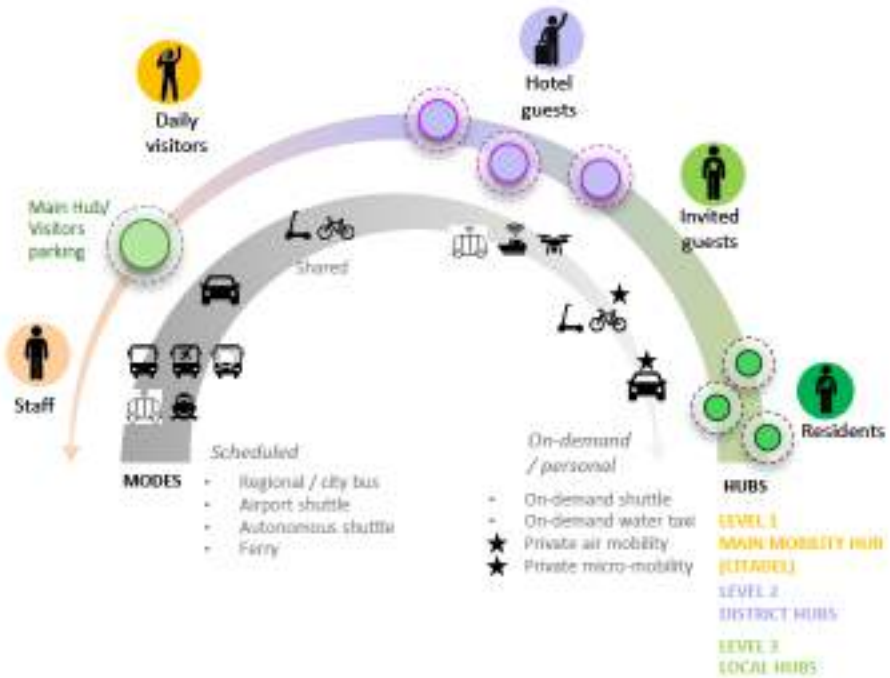
Medium/ Smaller internal vehicles will distribute and collect packages at Collection Points for residents, Hotels, or directly reach retails during the allowed hours. Appartments have collection points within the building

Last-mile services with extra small will distribute and collect deliveries from Collection point to each villa within the gated communities

USER EXPERIENCE

USER NEEDS

The primary objective of the mobility concept is to ensure seamless and accessible travel experiences for residents while creating **low-traffic areas within the site**, taking into account the area's natural characteristics. **Five user groups** have been identified for the tailored mobility strategies. The image below illustrates the approach for the arrival, along with the availability of various transport modes within the site.



	UHNWIs (South Residents)	RESIDENTS (North Residents)	INVITED GUESTS	HOTEL GUESTS	DAILY VISITORS	STAFF
ARRIVAL EXPERIENCE						
Ease of parking access	*Dedicated on-plot parking*	*Dedicated on-plot parking*	*Parking at closest District Hubs*	*Parking at closest District Hubs*	*Affordable Visitors parking*	*Affordable parking*
Dedicated access points	*Dedicated access road*	*Dedicated access road*	*Dedicated access road*			
Regional connections				*(opt) Scheduled PT*	*Scheduled PT*	*Scheduled PT for Commuting*
MOVING WITHIN THE SITE						
Innovative Mobility Devices, Premium Services	*Ultra Premium*	*Premium*	*Premium*	*Premium (optional)*		
Multi-modality	*Hubs and efficient interchanges*	*Hubs and efficient interchanges*	*Hubs and efficient interchanges*	*Hubs and efficient interchanges*	*Hubs and efficient interchanges*	*Hubs and efficient interchanges*
Scheduled public transport services				*(optional)*	*Scheduled AV Shuttle*	*Scheduled AV Shuttle*
On-demand services	*(optional) for the family*	*(optional) for the family*	*District Hubs to final destination*	*District Hubs to final destination*		
Leisure mobility activities	*Horse riding, MM private devices*	*Horse riding, MM private devices*	*Soft mobility*	*Soft mobility*	*Concentrated at the Citadel*	
DEPARTURE EXPERIENCE						
Airport Access	*Exclusive (Private services)*	*Exclusive (Private services)*		*Exclusive/ Standard (airport shuttle)*		

USER EXPERIENCE

USER NEEDS

RESIDENTS
- Comfort
- Ultra Premium services
- Privacy and security

INVITED GUESTS
- VIP experience
- High quality journey
- On-demand services for leisure

HOTEL GUESTS
- Express connection to the airport
- Premium arrival experience
- Seamless internal movements

DAILY VISITORS
- Affordable and reliable access
- Convenient and efficient interchange hubs
- Smooth journey to final destinations

STAFF
- Regional connections
- Efficient and reliable service
- Fast last-mile connections

ACCESS STRATEGY

WIDE AREA ACCESS

The map is showing the existing inbound and outbound flows to the site. There's a main highway arriving from Tirana on the east of the site. From there, it's a short trip (approx. 6 km) to the northern site access. The site can also be reached from Vlore in the south (approx. 10 km).

Road access: two main access points with the southern access reserved to UHNWIs. A lagoon road is provided from Vlora to access point 1; in case it does not happen, the access from Vlora city will be provided by the highway and the airport road;

Public transport: proposed water transport connections are shown in the map; if possible, connect to Vlora's bus network to ensure access to point 1 through public transport;

Micro-mobility: EuroVélo8 The Mediterranean Bike Route along the SH8 is expected to be developed. Consider the possibility to link the site to this connection.

Inbound Flow
Outbound Flow
Highway
Regional road
Floating access road from Vlora
Access point 2 – UHNWIs only
Planned water transport connections by Public Administrations
Proposed water transport connections

Project Site

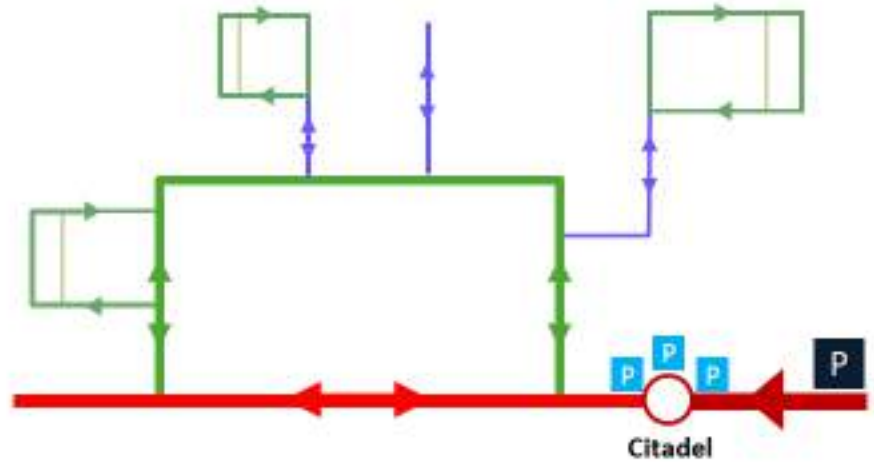
INTERNAL CIRCULATION STRATEGY

DESIGN APPROACH

- **Design a clear road hierarchy:** The masterplan needs a clear road hierarchy to improve network's legibility, efficient circulation and optimized journeys.
- **Gradual transition between road hierarchies:** Avoid direct connections between lower-category roads (e.g. residential streets) and higher-category roads. This will increase road safety and minimize the risk of residential streets to be used as shortcuts. Use roundabouts or junctions at key decision points to facilitate traffic flow and avoid sudden slowdowns.
- **Exclusive and seamless residential access:** Ensure exclusive access for UHNWIs via South Beach, with further studies needed to optimize gated community and eastern villas entry points. Adjustments in the northern part may be needed to reduce conflicts with visitors traffic.
- **Low traffic one-way residential roads:** Making low-traffic residential streets one-way reduces road footprint and infrastructure needs. Short mid-block connections should be provided to prevent excessively long detours. In contrast, keeping main roads two-way increases capacity, reduces bottlenecks, and supports efficient public transport and faster, more reliable journeys.
- **Reconnect – dead end roads:** Reconnect dead-end roads where possible to improve network permeability and enhance overall connectivity.
- **Off peak deliveries:** Large delivery vehicles cannot enter the site. A consolidation center will be provided at the site's access and goods will be distributed locally with small vans.

** Further studies on traffic volumes are required to confirm the number of lanes.*

*** Pedestrian and last mile connections to be provided from main visitors parking to the Citadel.*



Key parameters:
- Travel lane width: 3 m;
- Median: 2 m minimum;
- Bus stop station width: 2.5 m;
- MM lane, 1 way: 1.5 m;
- Sidewalk: 2 m (1.5 m minimum);
- Junctions or U-turns every 300-400 meters as a maximum;
- 2-way system: recommended in the loops that are longer than 400-500 m, where there's no opportunity to have junctions or u-turns.

	ACCESS ROAD	PRIMARY ROAD	SECONDARY ROAD	TERTIARY LOCAL ROAD	PEDESTRIAN AND MICRO-MOBILITY CONNECTIONS
	Access road to Sazan visitors parking and Citadel	Backbone of the project site Connects districts and facilities	Connects villas and gated communities	Internal road network within residential areas	Connections between blocks and buildings
Circulation	Two-way	Two-way	Two-way	One-way (mainly) / Two-way	Only pedestrian and micro-mobility devices
Traffic Lanes *	2+2 (TBD)	1+1	1+1	1 / 1+1	-
Median	●	●	-	-	-
Bus/Shuttle stop	-	●	●	-	-
Drop-off area	-	-	●	●	-
Greenery	●	●	●	●	●
Micro-mobility lane				Shared with traffic	Shared with pedestrians
Sidewalk **	●	●	●		-
Delivery vehicles	Large delivery vehicles (yes, off-peak to main consolidation center)	Only medium delivery vans are allowed during off-peak hours (collecting goods at the main consolidation center and distributing locally)		Last-mile delivery services with very small logistics vehicles	-

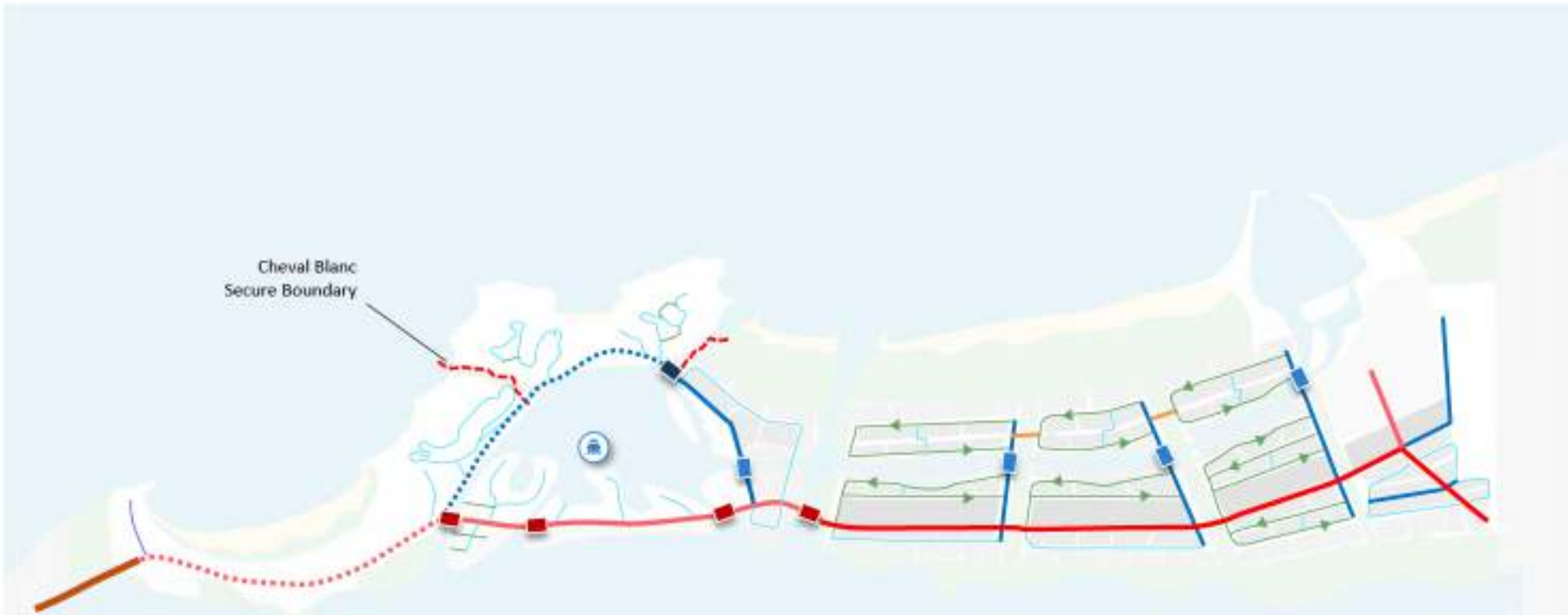
ROAD NETWORK AND HIERARCHY

Circulation is organized around a primary North–South (N–S) spine that structures movement and services across the site. Access to the Cheval Blanc–Sazan Cove peninsula is gated and controlled.

- **Primary N–S spine:** continuous primary road corridor connecting the development from north to south.
- **Controlled entrance:** gated access point to the Cheval Blanc–Sazan Cove peninsula. Exclusive access arriving from both the south and north part of the masterplan.
- **Regional linkage:** N–S connection enables service distribution, access to Sazan Airport, and servicing of Sazan Cove from Vlore. Part of this connection is reserved for exclusive access (south part), and requires vehicles control system.
- **Street hierarchy:** internal circulation uses secondary and tertiary networks with variable cross-sections tailored to use and service needs.
- **Loop logic:** tertiary roads form circular loops that reconnect to the secondary road spine to ensure connectivity and fluid flow.

LEGEND

- Access road
- Primary Road
- Primary Road (exclusive access)
- Secondary Road
- Secondary Road (exclusive access)
- Tertiary Road – 2 way
- Tertiary Road – 1 way
- Road bridge
- Water mobility bridge



Bahia Beach Resort & Golf Club – Puerto Rico

Ponte di Rialto – Venice, Italy

Madinat Jumeirah Resort – Dubai

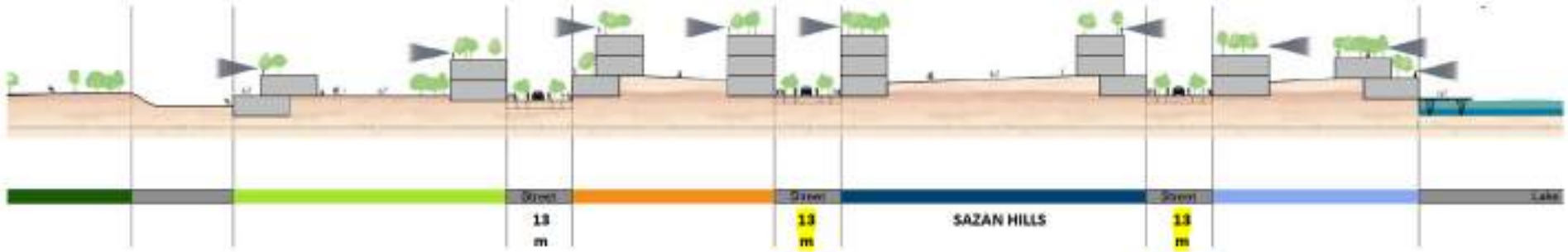
ROAD NETWORK & HIERARCHY

PROPOSED ROAD SECTIONS

- **Two-way Primary road**: The primary road, It is recommended to be 2-way to ensure efficient circulation working as the main distribution aisle. The minimum ROW recommended is 20 m;
- **Two-way Secondary road**: A 2-way circulation road is provided to get access not directly from the primary road but from the secondary roads. It is recommended to have 17 meters ROW with segregated bike lanes.
- **One-way/Two-way Tertiary road**: If the residential loop is longer than 400-500 m, cuts are required. Otherwise, a 2-way system is strongly recommended. It is recommended to have 12m for 1-way, and 13m for 2-way roads
- **Junctions and U-turns**: to be provided every 300-400 m max. (every 150-200 m for the more urban areas).

Note: Traffic studies to be done to confirm the required number of lanes.

1

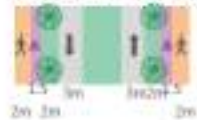

13 m
13 m
SAZAN HILLS
13 m
TO BE 20 M
TO BE 12 M
Tertiary Road
ON THE MAP, THERE IS A TERTIARY ROAD 1-way, HOWEVER, IN THIS SECTION IT IS NOT SHOWN

TERTIARY ROAD

2-WAY ROAD - 13 m

Low traffic volumes,
Shared bike lanes on the road,
compact 2-way system

PRIMARY ROAD



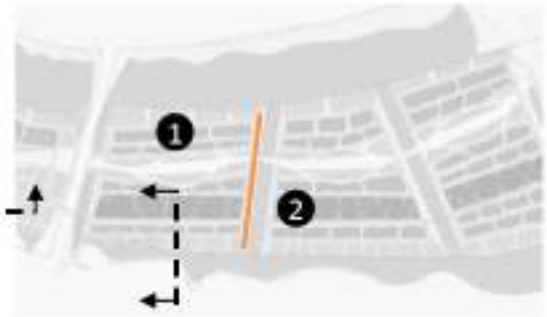
2-WAY ROAD - 20 m

Bus stops to be placed where greenery is wider to ease traffic circulation (an extra lane might be added in correspondence with bus stops). The median can be wider in terms of the needs.

TERTIARY ROAD

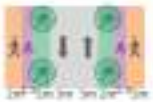
1-WAY ROAD - 12 m

Low traffic volumes,
Shared bike lanes on the road,
compact 1-way system



2

SECONDARY ROAD



2-WAY ROAD - 17 m

ROAD NETWORK & HIERARCHY

ROAD MAP

Two zones in the project site are gated communities; Sazan Cove and Cheval Blanc in the southern peninsula. These areas have an exclusive access point from the south/ Vlora. The other zones are semi-public areas which will have a standard security protocols.

The main principles are given below;

Exclusive Privacy & Security

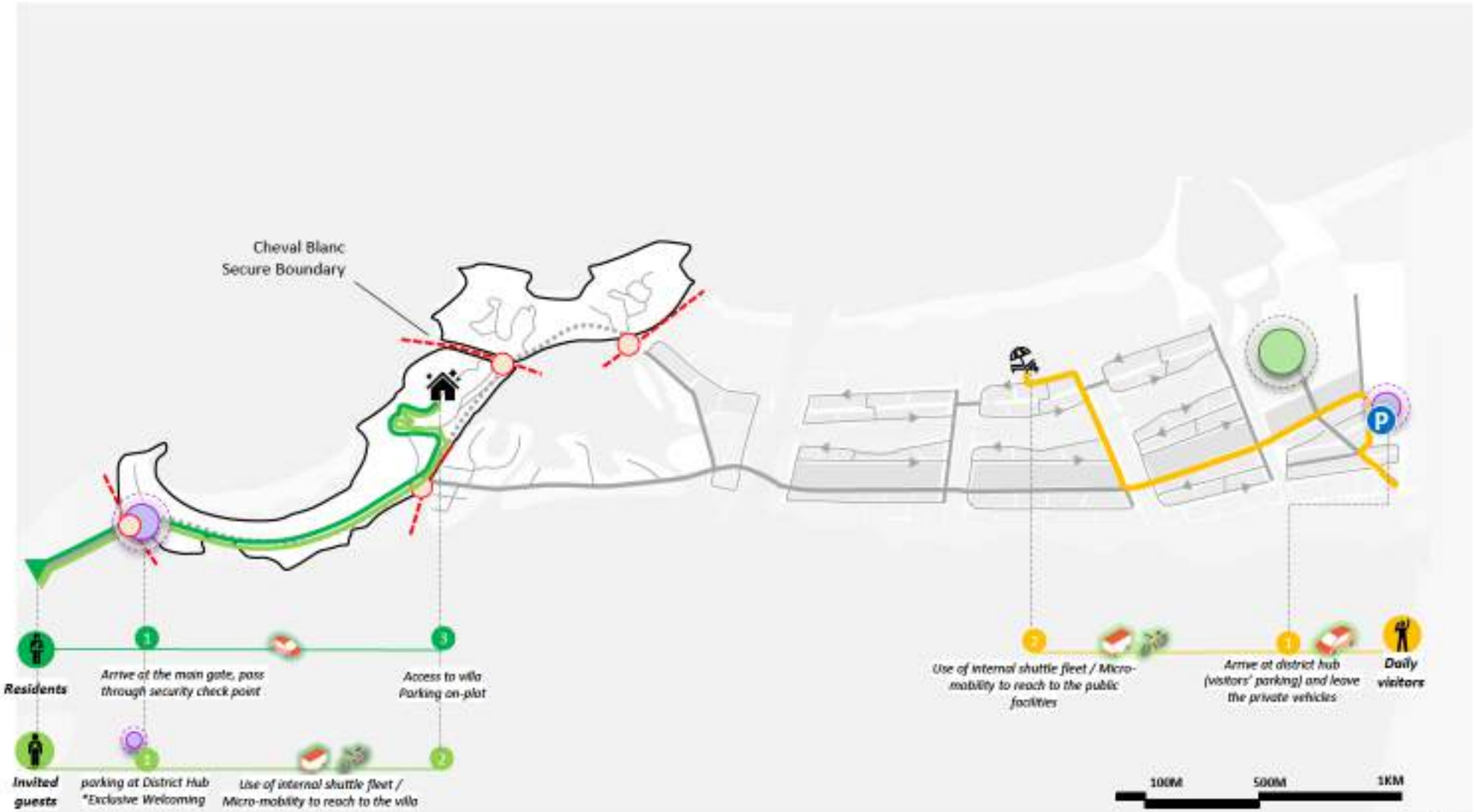
- The security check points (main entrances) might have barrier gates with security guards.
- Digital monitoring system for internal roads and parking areas within the southern part
- Smart Access Control can be applied (card, biometrics, LPR license-plate recognition) at all entrances for residents, and their registered guests only

Standard Security

- Control points per building for visitors, hotel guests, and Sazan Hills residents
- LPR (license-plate recognition) to allow registered vehicles

LEGEND

- *Gated communities*
- *Security check point (gateway and/or movable bollards)*
- *Residents' access scenario*
- *Invited guests' access scenario*
- *Visitors' access scenario*
- *Main hub*
- *District hub*


Cheval Blanc
Secure Boundary
Residents
Arrive at the main gate, pass through security check point
Access to villa Parking on-plot
Invited guests
parking at District Hub *Exclusive Welcoming
Use of internal shuttle fleet / Micro-mobility to reach to the villa
Use of internal shuttle fleet / Micro-mobility to reach to the public facilities
Arrive at district hub (visitors' parking) and leave the private vehicles
Daily visitors
100M
500M
1KM

ROAD NETWORK & HIERARCHY

CONTROL ACCESS POINTS STRATEGIES

BENCHMARKS

- **RESORTS AND VILLAS** have main entrances with physical barriers, cameras, and/or security guards

A luxury resort, Albania
Gateway with boom barrier and LPR cameras

Pedestrian security check corridor

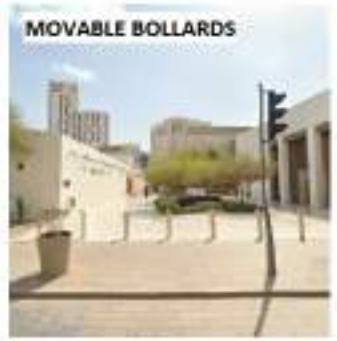
- **HOTELS & COMMERCIAL FUNCTIONS:** Threat and Risk Assessments were done by a specialized firm; including strategies of CCTV, access control, and a control room for 7/24 real-time monitoring, people flow & employee monitoring etc.

Atlantis Hotel, Dubai

Working good with low traffic volume → **Working good with constant traffic flow**

Physical enforcement ++ → **Physical enforcement - -**

MOVABLE BOLLARDS



PROS
- Strong access control
- High security level

CONS
- Automatic bollards need to have enough space underground
- Maintenance
- Visual impact
- Time (will take time to move them) – not feasible with constant flows

GATEWAY / CHECK POINT- SECURITY PATROLS

PROS
- Medium access control
- Sense of exclusivity
- Detailed access scanning

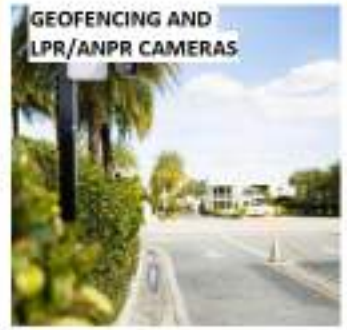
CONS
- Impact on public realm / space consumption
- Maintenance & Staff cost

BOOM BARRIER

PROS
- Strong access control

CONS
- Impact on public realm quality
- It can be an obstacle for pedestrians and cyclists
- Maintenance

GEOFENCING AND LPR/ANPR CAMERAS



PROS
- Low impact on pedestrian movements and public realm

CONS
- Security: medium enforcement level

ROAD DESIGN

PROS
- No impact on pedestrian movements and public realm quality

CONS
- Security: low enforcement level, design measures to prevent security issues (e.g. traffic calming measures)

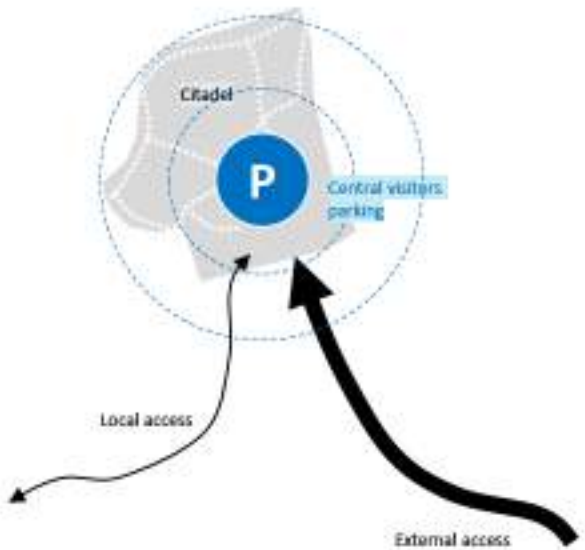
Examples:
- Raised road access ramps
- Different pavement
- S-bend road with traffic calming measures (e.g. greenery / landscape)

PARKING STRATEGY

DESIGN APPROACH

Single central visitors parking (3,000 cp)

- **Traffic distribution:** High traffic volumes brought inside, to the Citadel
- **Access points and resiliency:** Single point of access to a large parking area may cause congestion
- **Walkability:** Single parking area may affect parking accessibility / catchment area
- **Users experience:** Unique parking area might affect the experience of both residents and visitors creating conflicts
- **Local access:** Not seamless access to site's local roads (passing through Citadel's parking areas)
- **Servicing:** potential conflicts between the servicing system and parking

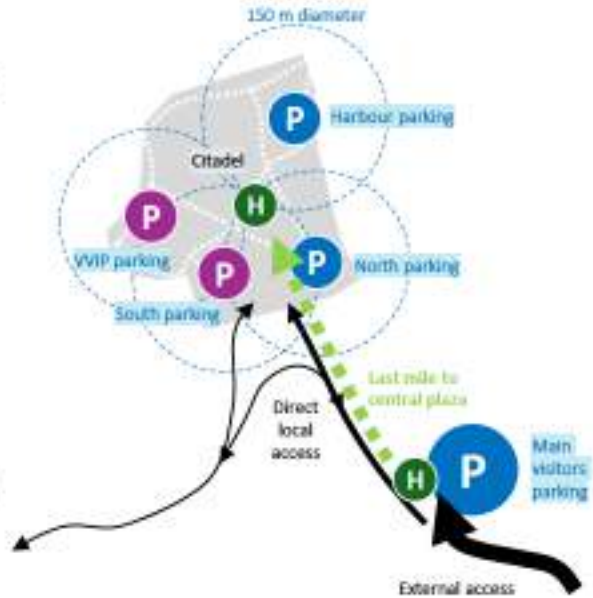


RECOMMENDED

Multiple parking areas

- **Traffic distribution:** Make use of the available space at the Waterpark to keep visitors on the perimeter of the site and reduce inbound traffic
- **Access points and resiliency:** Multiple parking areas help distribute flows and reduce congestion or the risk of system/network failures
- **Walkability:** Distributed parking improves accessibility and reduces walking distances to final destinations
- **Users experience:** Distributed parking enhances convenience, reduces conflicts between locals and visitors, and enables tailored pricing strategies
- **Local access:** Provide direct connections to local roads without passing through the Citadel parking areas
- **Servicing:** more opportunities to develop a dedicated servicing system within the podium

Parking access system and parking actual demand to be studied further to see if there's room for improvement / parking reduction.



PARKING STRATEGY

DESIGN APPROACH

- **Main visitors parking:** A district hub with a main parking structure at the northern entrance will help filtering most of the visitors and reduce the vehicular pressure on the Citadel. The parking for the external visitors, service staff, as well as Atlantis hotel guests is allocated in a shared parking structure at a district hub in northern entrance. Users can reach the final destination by last-mile micro mobility devices or by foot. This approach assists to better distribute flows, reduce the risk of congestion around the Citadel, enhance accessibility and provide curated experiences for different users.
- **District hubs parking:** At the Citadel smaller and $$$ parking areas for visitors coming from the site (e.g. residents) are in the podium, at walking distance from local amenities to enhance accessibility and provide a premium experience. The preferred and recommended internal transport modes remain shuttles and micro-mobility. Other minor district hubs are distributed through the site at convenient distance to provide parking opportunities for hotel guests and invited guests of the residents. The last mile connections are covered with micro-mobility or shuttles.
- **On-plot parking for residents:** Residents will have their own dedicated parking on-plot for higher comfort, exclusivity and security. The cars per unit range from one to four cars according to the brief. On-street parking is prohibited.
- **Future-proof parking structures:** Design parking facilities to be flexible and adaptable to evolving mobility patterns, new technologies, and potential repurposing needs.

USER-BASED PARKING

PUBLIC PARKING

Shared

DEDICATED (on-plot) PARKING

Exclusive

Staff | *Daily Visitors* | *Hotel Guests* | *Invited Guests* | *Residents*

- Citadel premium parking: internal daily visitors (e.g. residents from the masterplan) can use small and $$$ parking areas at local amenities
- External daily visitors use shared public parking at the northern entrance district hub, connected by last-mile services to local amenities
- Reduce the risk of congestion in the Citadel
- Increased walkable experiences between amenities
- Improved micro-mobility & shuttle services

- High comfort for UHNWIs and guests
- A part of the exclusive experience
- Increased security and privacy

PARKING STRATEGY

DESIGN APPROACH

PUBLIC PARKING
Shared

DEDICATED (on-plot) PARKING
Exclusive

Staff

District hub at arrival point
(located at the entrance of the site, before the Citadel)

Daily Visitors

Main hub

Hotel Guests

District hubs
(located nearby hotel facilities)

Invited Guests

District hub
On plot parking

Residents

On plot parking

Filtering vehicle access *and circulation throughout the masterplan to reduce traffic congestion and establish a clear hierarchy based on user type.*

PARKING STRATEGY

DESIGN APPROACH

	Type of parking	District hub (northern entrance)	Main hub	District hubs	On plot	Last-mile connections
Staff (Management Staff)	*Public*	✓ *Management staff are to park at the Citadelle main hub to ensure proximity to public functions and activities.*				✓ *Required*
Staff (Service Staff)	*Public*	✓ *Service staff are to park at the entrance district hub to help reduce parking demand at the Citadelle main hub.*				✓ *Required*
Daily Visitors (External)	*Public*	✓ *External daily visitors park at entrance district hub and move through the site by using the shared internal fleet.*				✓ *Required*
Daily Visitors (Internal)	*Public*		✓ *Residents within the masterplan visiting the Citadelle park at its main hub.*			✗ *Not required*
Hotel Guests	*Private*		✓ *Guests of the Citadelle hotel and Atlantis hotel park at the main hub present in the building*	✓ *Guests of the Cipriani, and Cheval Blanc hotels park at nearby district hubs.*		✓ *Required*
Invited Guests	*Public if < 2 bedroom, private if > 2 bedroom*			✓ *The invited guests of units with one or two cars per unit, park on district hub*	✓ *The invited guests of units with three and four cars per unit, park on-plot.*	✓ *Required*
Residents	*Private*				✓ *Residents for all types of units have a reserved parking space on-plot. Depending on units, the spaces range from one to four per unit.*	✗ *Not required*

PARKING STRATEGY

DESIGN APPROACH

Staff

Staff/unit (residential units)	
apartment	0.6
villa	2.25
townhouse	1
hotel	1.5

Staff living (villa, appartments, townhouses)	
On site (with unit owner)	30%
Off site	70%

Type of function	Staff/m2
Retail	0.028
F&B	0.057
Offices	0.04
Religious	0.001
Culture	0.003
Event	0.07
Recreational	0.016

Typology of staff (public functions + hotel)	
Management staff	20%
Service staff	80%

Daily Visitors

Typology of visitor	
Internal	40%
External	60%

10,000 daily (as per brief)

Hotel Guests

People/room	2.55
Room occupancy	80%

Assumptions hotel	Car per unit (internal)
Junior suite	0.5
1 bedroom	0.5
2 bedroom	0.5
Presidential suite	0.75
room standard	0.5
room seaview	0.5
royal penthouse	0.75
cipriani	0.75

Invited Guests

Invited guest/resident	0.1

Residents

Assumptions villas	Car per unit
1 bedroom	1 (BRIEF)
2 bedroom	1 (BRIEF)
3 bedroom	2 (BRIEF)
4 bedroom	3 (BRIEF)
5 bedroom	3 (BRIEF)
7 bedroom	3 (BRIEF)
Billionaires	4 (internal, but based on brief)
Pine lagoon view	2 (internal, but based on brief)
Pine forest only	1 (internal, but based on brief)

Assumption houses	Car per unit
Forest houses	2

Household size/unit	2.86

	Staff		Daily Visitors		Hotel Guests	Invited Guests	Residents
Car share	Management staff	70%	Internal	30%	70%	70%	
	Service staff	25%	External	60%			
	Staff (villa, app., townhouses	25%					
Car occupancy		1.1		2.5	2.5	2.5	
Parking turnover		1.5		2	1	1	

NOTE: The parking demand figures correspond to the area schedule in the *"Sazan Masterplan Brief"* dated 29th of August.

PARKING STRATEGY

DESIGN APPROACH

			Residents		Hotel Guests		Daily Visitors		Staff						Invited Guests (apartments, villa, townhouse with 3 and 4 cars/unit)	
									Staff (apartments, villa, townhouse with 3 and 4 cars/unit)		Staff hotel		Staff public functions			
ZONE	Units	Total usable area	Number of residents	Parking demand residents	Number of hotel guests	Parkind demand hotel guest	Number of Visitors	Parking demand visitors	Number Saff	Staff parking demand	Number Saff	Staff hotel	Number staff	Staff parking demand	Number of invited guests	Parking demand invited guests
Citadelle	376	76725	217	175	326	80	10000	774	57	6	240	50	1060	218	27	7
Cheval Blanc Hotel	50	8400	-	25	102	25	-	-	-	-	75	15	-	-	-	-
Cheval Blanc Houses	16	21390	45	50	-	-	-	-	36	3	-	-	-	-	4	1
Sazan Cove	61	54940	174	180	-	-	-	-	135	14	-	-	-	-	17	5
Yacht club	520	120800	1487	960	-	-	-	-	520	55	-	-	-	-	148	42
Beach villas	52	48050	148	157	-	-	-	-	117	12	-	-	-	-	14	4
Lake Villas	138	39045	394	198	-	-	-	-	310.5	33	-	-	-	-	39	11
Sazan Hill	1085	191965	3103	2369	-	-	-	-	651	70	-	-	-	-	310	86
Pine and lagoon	160	75450	457	802	-	-	-	-	954	101	-	-	-	-	45	12
Cipriani	150	14825	201	140	163	60	-	-	58.5	6	120	25	-	-	20	5
Atlantis	575	27800	275	275	612	140	-	-	165	17	450	92	-	-	78	22
Canal Golf Houses	14	8900	40	42	-	-	-	-	31.5	4	-	-	-		4	0
	3197	668290	7109	3960	1203	305	10000	774	3320	321	885	182	1060	218	725	202

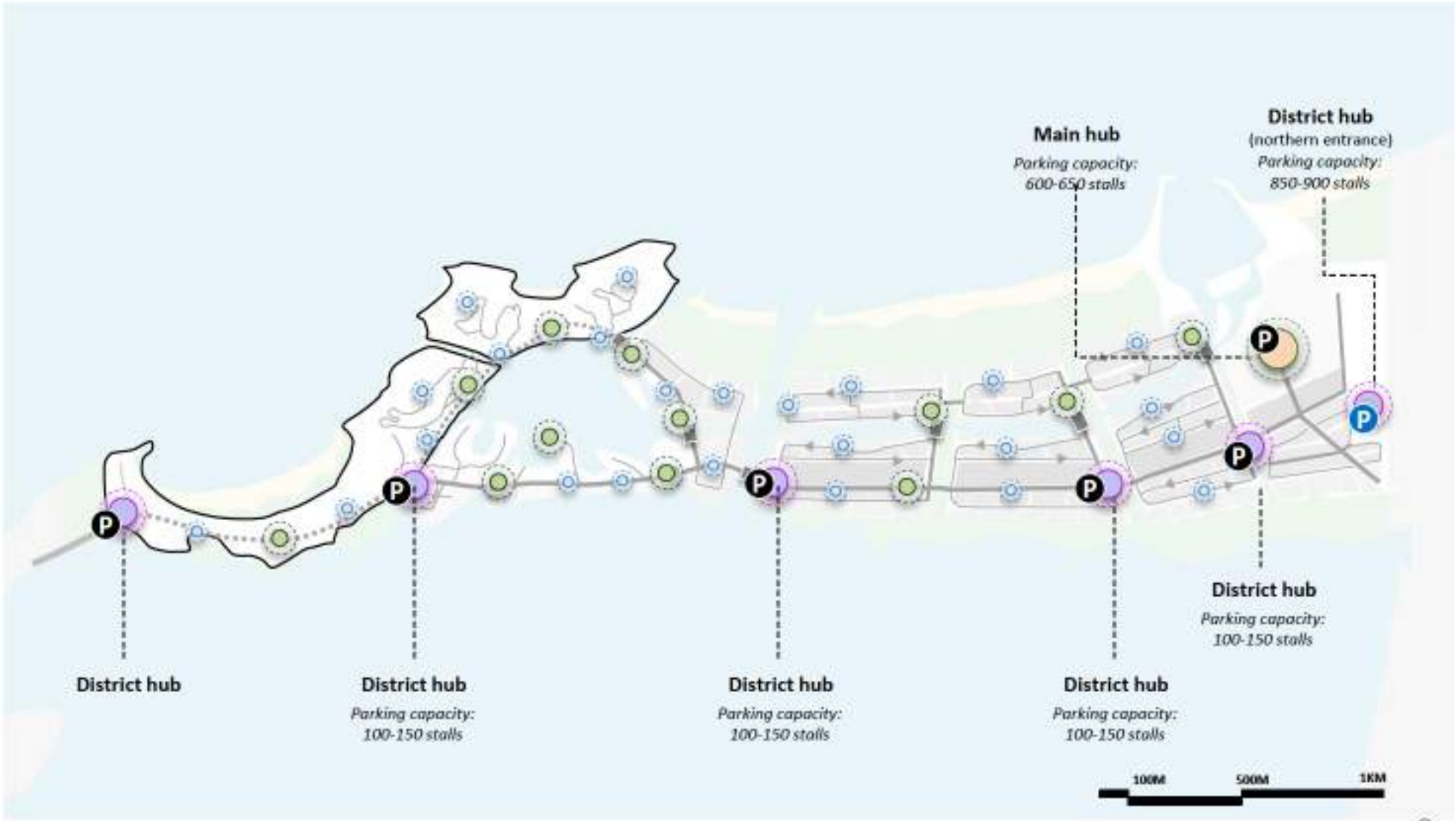
NOTE: The parking demand figures correspond to the area schedule in the *"Sazan Masterplan Brief"* dated 29th of August.

PARKING STRATEGY

PROPOSED STRATEGY

The intermodality and connectivity is allowed thanks to the network of different typologies and sizes of the mobility hubs, which offer various services. They are strategically located in proximity to living areas, as well as public areas.

- **Arrival main hubs**: connected to access roads on both sides of the masterplan, allowing parking of private vehicles and using the internal multimodal fleet. Dedicated to public use.
- **User parking distribution**: various user type use different mobility hubs, some use the main hubs while other the district hubs. This concept is further detailed in the parking chapter. However, this strategy allows for filtering vehicles circulating on the masterplan, as well as limiting traffic volumes.
- **Aligned to road network hierarchy**: Main hubs are connected to access roads, district hubs to primary roads mainly, visitor hubs to primary and secondary roads, and micromobility hubs to tertiary roads. This organization shows how roads designed for higher traffic volumes are supported by larger hubs that offer a wider range of mobility services to handle those volumes.



LEGEND

- Main Mobility Hub
- District Hub
- Visitor Hub (MM/VIP)
- Micro-mobility Hub (Every 300 M, Only Main Ones Are Shown In The Map)
- Reserved Parking
- Shared Public Parking
- Gated Communities

MOBILITY HUBS & PUBLIC TRANSPORT

DESIGN APPROACH

- **Clear hierarchy of Public transport systems:**
  - **Inter-districts shuttles:** A continuous internal public shuttle system connecting the southern and northern areas, complemented by an airport shuttle along the primary roads. Water connections could also be considered as an additional mode.
  - **Internal shuttles:** Dedicated shuttles serving internal movements within the northern and southern districts (UNHWIs). These lines might circulate on primary and secondary roads.
  - **On demand service:** A more capillary, flexible service (e.g. shuttles, water taxis) to cover local / shorter trips and last-mile connections.
- **Mobility hubs:** Provide a clear hierarchy of mobility hubs and locate them at walking distance from key destinations. These places enhance multi-modality and are the opportunity to make alternative transport modes more attractive, by ensuring efficient transfers, reducing waiting times, and improving the overall reliability of the public transport system.
- **Accessibility:** Locate public transport stops within walkable distance (maximum 300 m) to ensure optimal coverage. Areas not directly served by fixed-route systems can be served by complementary on-demand services.

Public transport systems

Ferry

Airport shuttle

Inter-district and internal shuttles

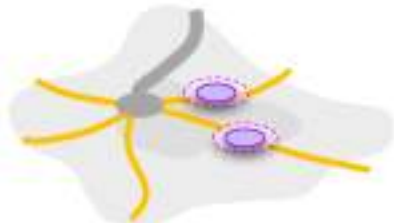
On demand shuttle

On demand water taxi

Mobility hubs hierarchy

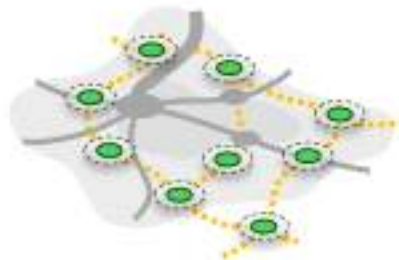
LEVEL 1
MAIN ARRIVAL HUBS

Crucial interchange point and first arrival point, seamlessly integrating various transit modes to ensure connections with surrounding areas.



LEVEL 2
DISTRICT HUBS

The District Hub acts as an internal interchange point, facilitating smooth transitions between different transportation options within the assets.



LEVEL 3
VISITOR HUBS

The Local Mobility Hub ensures last-mile connectivity, strategically placed within a short walk to provide convenient access to local mobility services.

LEVEL 4
MICRO-MOBILITY HUBS

The Micro-Micromobility hubs are located at less than 500 m from each other and provide micro-mobility parking and charging areas.

MOBILITY HUBS & PUBLIC TRANSPORT

PROPOSED STRATEGY

The intermodality and connectivity is allowed thanks to the network of different typologies and sizes of the mobility hubs, which offer various services. They are strategically located in proximity to living areas, as well as public areas.

- **Arrival main hubs**: connected to access roads on both sides of the masterplan, allowing parking of private vehicles and using the internal multimodal fleet. Dedicated to public use.
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LEGEND

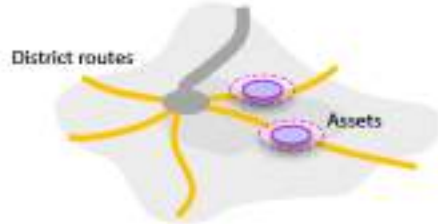
- Main Mobility Hub
- District Hub
- Visitor Hub (MM/VIP)
- Micro-mobility Hub (Every 300 M, Only Main Ones Are Shown In The Map)
- Regional Or City Buses – Stopping At M Hubs
- Airport Shuttle – Stopping At D Hubs (Express)
- Scheduled Bus 2 (Stops Every 300 M Approx.)
- On-demand Shuttle (Exclusive)
- On-demand Shuttle
- Primary Water Mobility Access
- Secondary Water Mobility Access
- Water Taxi Stop

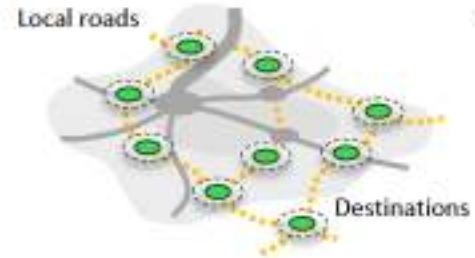
MOBILITY HUBS & PUBLIC TRANSPORT

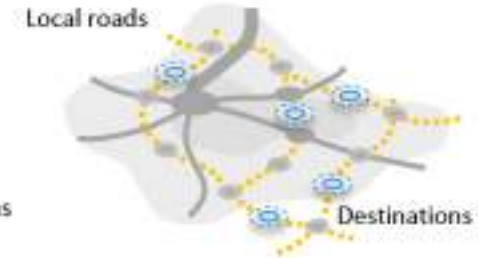
HUBS PROVISION

The slide outlines the hierarchical structure and functional roles of the proposed mobility hubs across the masterplan.

Four hub levels are defined based on their scale, catchment, and user groups: **Level 1** hubs accommodate regional arrivals and mainly serve the public; **Level 2** hubs support district-level connections and are used by guests; **Levels 3 and 4** focus on last-mile access, serving residents' short-distance travel.







	LEVEL 1 MAIN ARRIVAL HUBS *Crucial interchange point and first arrival point, seamlessly integrating various transit modes to ensure connections with surrounding areas.*	LEVEL 2 DISTRICT HUBS *The District Hub acts as an internal interchange point, facilitating smooth transitions between different transportation options within the assets.*	LEVEL 3 VISITOR HUBS *The Local Mobility Hub ensures last-mile connectivity, strategically placed within a short walk to provide convenient access to local mobility services.*	LEVEL 4 MICRO-MOBILITY HUBS *The Micro-Micromobility hubs are located at less than 300 m from each other and provide micro-mobility parking and charging areas.*
Regional bus stop	●			
Scheduled bus stop	●	●	●	
Drop off / pick up area	●	●	●	●
Public car parking	●	●		
Guests car parking		●		
Residents parking				
Shared micro-mobility station	●	●	●	●
Personal micro-mobility parking	●	●	●	●
Water transport station		●		
Shuttle and pods depot	●	●		
Valet service		●		
EV charging points	●	●	●	
Micro-mobility depot	●	●		
Micro-mobility maintenance	●			
Resting and cooling area	●	●	●	●
Public space	●	●		
F&B and retail	●	●		

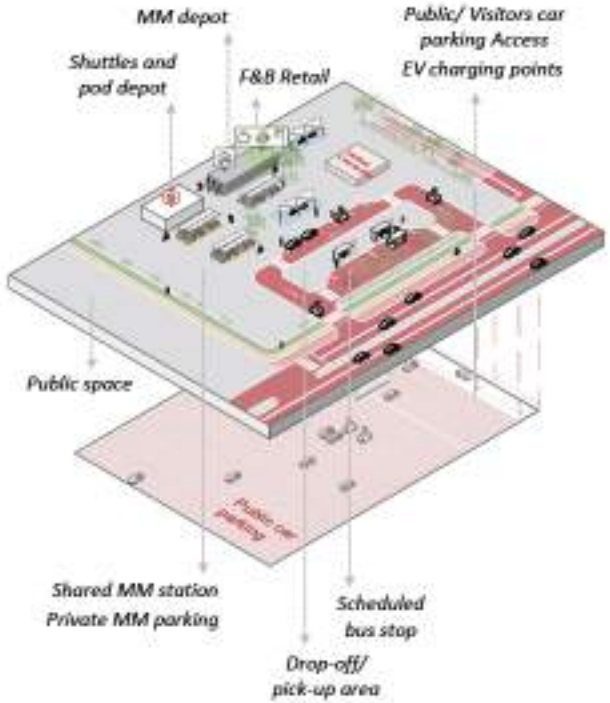
LAVA

MOBILITY HUBS & PUBLIC TRANSPORT

HUBS PROVISION

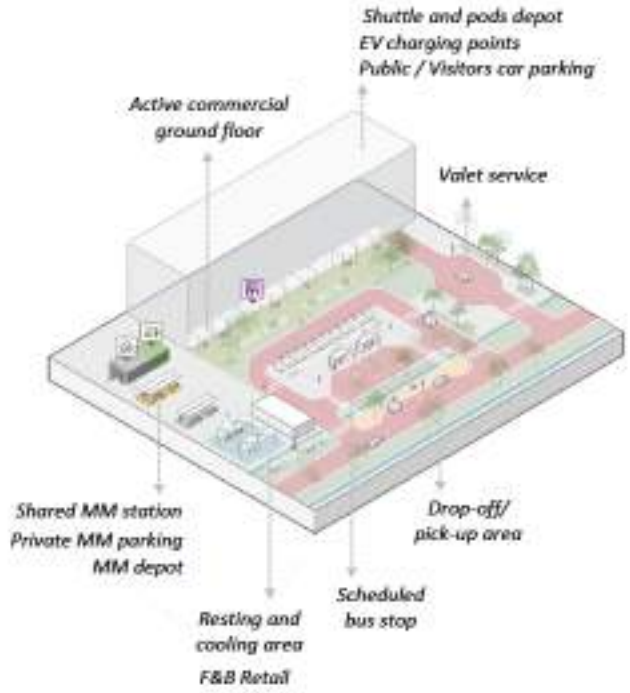
LEVEL 1
MAIN ARRIVAL HUBS

Main hub



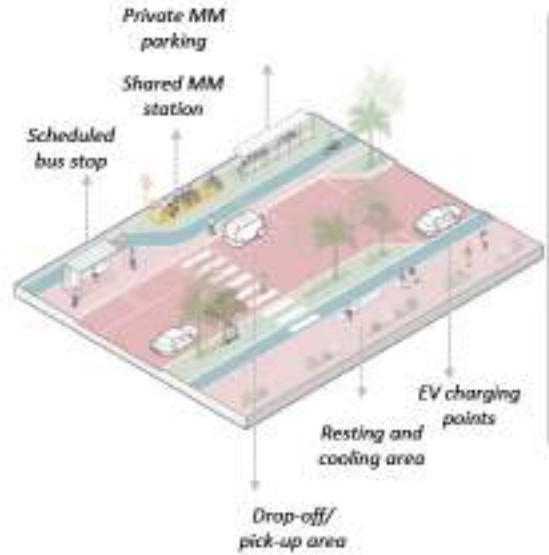
LEVEL 2
DISTRICT HUBS

District hub



LEVEL 3
VISITOR HUBS

Visitor hubs



LEVEL 4
MICRO-MOBILITY HUBS

Micro-mobility hubs

MICRO-MOBILITY STRATEGY

DESIGN APPROACH

- **Walkability and permeability**: Walking willingness is strongly influenced by distance and the permeability of the network. Provide shaded micro-mobility connections and ensure walkability by locating key destinations within a 300 m walking distance from bus stops and parking. Pay particular attention to residential loops by adding mid-block crossings and micro-mobility connections every 100-300 m maximum.

- **Micro-mobility lanes and hubs**: Develop a continuous network of dedicated micro-mobility lanes along primary and secondary roads. On local distribution roads, micro-mobility can share the vehicular lane, given the low traffic volumes expected and the reduced speed environment. Micro-mobility hubs should be located at a maximum spacing of 300 m, in correspondence with key destinations, to guarantee accessibility and seamless interconnection with public transport and pedestrian networks.

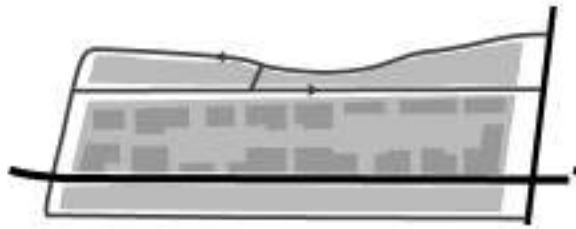
- **Sazan Community App**: A dedicated app for residents designed to promote micro-mobility and shuttle use, reducing reliance on private cars. Through the app, residents can access tailored micro-mobility packages, book on-demand shuttles, check shuttle schedules, and enjoy exclusive membership services.

Measuring walkability:

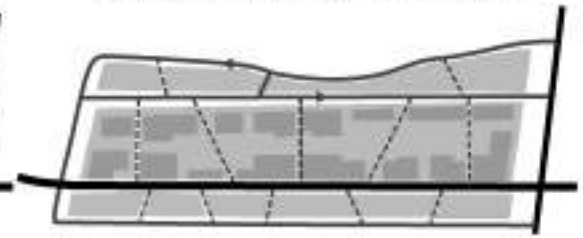
- **Connectivity**: Intersections density, route choice and pedestrian crossings;
- **Accessibility**: Access to bus stops, hubs, parking and other key destinations;
- **Land use mix**: Service density and 15 minutes city
- **Infrastructures quality**: Sidewalks width, quality and continuity, curb geometries;
- **Climate comfort**: Shaded paths and resting areas.

Permeability

Without mid-block connections (ex. Sazan Hills)



With mid-block connections (ex. Sazan Hills)



Key parameters:

- Sidewalks width: 2 m (1.5 m minimum);
- Crossing or mid-block crossing every: 80-150 m (250 m max.);
- MM lane, 1 way: 1.5 m
- Shade refuges: every 100 m.

Micro-mobility lanes

	Segregated bike lane	Shared with traffic	Pedestrian and micro-mobility connections
Path Type	1-way on both sides	Shared	-
Applicable to	Primary Road Secondary Road	Tertiary Road	
Micro-mobility Devices			
E-scooter	●	●	●
Segway	●	●	●
E-bike	●	●	●
Off-road bike			●
Quad bike - ATV			●
POD		●	
Off-road POD			●
Horse			●

LAVA

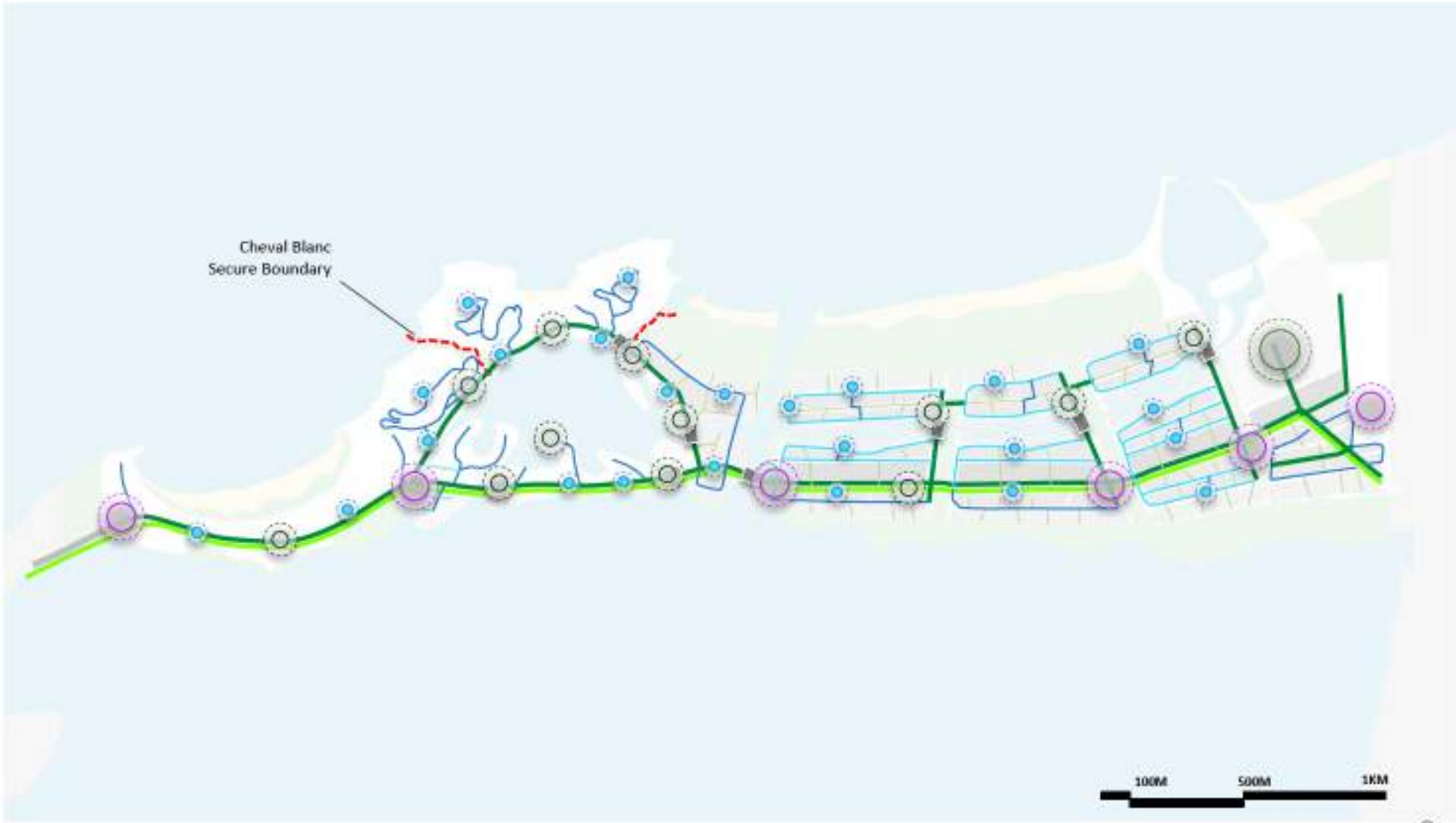
MICRO-MOBILITY STRATEGY

PROPOSED STRATEGY

- The micro-mobility network is characterized by a clear hierarchy, defined by three different typologies of paths. The network is connected by a system of mobility hubs which offer micro-mobility services, and give the possibility to change between modes in last-mile connections. Aligned to the road network hierarchy, three different typologies of path were defined.

- Segregated ones (dedicated bike lanes) along primary and secondary roads, providing fast and direct connections for all user types
- Shared and marked lanes on two-way local roads, last-mile connecting in the neighbourhood scale
- Mixed with other traffic on one-way local roads, present on the loop road system in the northern part of the masterplan

- Along the main north–south axis of the masterplan, a regional bike route is proposed to enhance connections to surrounding sport tourism destinations and provide direct access to the masterplan via the regional cycling network.



LEGEND

- Main mobility hub
- District hub
- Visitor hub (MM/VIP)
- Micro-mobility hub (every 300 m, only main ones are shown in the map)
- Regional connection
- Segregated bike lanes
- Shared with traffic, marked bike lanes on the road
- Shared with traffic
- Pedestrian and micro-mobility connections
- Bridge connection

MICRO-MOBILITY STRATEGY

DEVICES

	BIKE	E-BIKE	E-SCOOTER	SEGWAY	POD	DUAL SEATS E-CART	OFF-ROAD POD	HORSE
	Bikes utilize human power, offering a healthy and sustainable option for short to medium-distance travel	E-bikes are electric bicycles that provide an efficient and environmentally friendly means of transportation, combining pedal power with electric assistance for a smoother ride.	E-scooters are electric-powered personal transportation devices, that offer a convenient and eco-friendly solution for short-distance travel in urban areas.	Segways are electric-powered personal transportation devices, featuring self-balancing technology for a effortless short-distance ride in urban areas.	A pod is a small, self-contained and autonomous vehicle that offers convenient and efficient transportation within urban areas.	A dual-seat e-cart is a compact electric vehicle for two passengers, providing efficient, sustainable transport for short trips.	Off-road pods are compact electric vehicles designed to handle rougher terrains, offering a comfortable ride for short-distance travel in nature areas or off-grid locations.	Horses provide a traditional and nature-friendly mode of transport, ideal for leisurely exploration of natural landscapes, trails, and heritage routes where vehicles are not suitable
Capacity	1 person	1 person	1 person	1 person	2 person	2 person	2-3 person	1 person
Operating speed	5-15 km/h	10-25 km/h	10-25 km/h	10-25 km/h	20-45 km/h	25-60 km/h	40 km/h	~10 km/h
Operating zone	On-road	On-road	On-road	On-road	On-road	On-road	Off-road	Off-road / Natural trails
Modal	Human-powered	Electric	Electric	Electric	Electric	Electric	Electric	-
Distance range	-	50-70 km	50-70 km	30-50 km	30-50 km	50-90 km	60 km	Depends on trail and conditions
Comfort range (mild weather)	1-5 km	5-10 km	5-10 km	5-10 km	>10 km	>10 km	>10 km	

MICRO-MOBILITY STRATEGY

DIGITAL INTEGRATION

A unique app for the Sazan Coast Community (residents and hotel guests) is being proposed to elevate the exclusive experience by offering the best options for getting around and exploring attractions.

One app for all needs

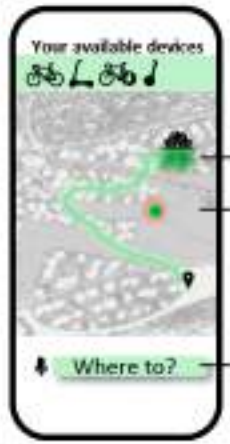
Exclusive devices for the best experience

Unique journeys with AI support

Accessible from all devices

Micro-mobility Package

- Each villa has its own unique micro-mobility package; which includes e-bikes/ off-road bikes, e-scooters, and electric Pods.
- The residents can manage their devices with smart technologies and AI support



Available devices at the villa
Not available *'Alex is currently doing a journey'*
AI support for route recommendation

Residents

On-demand Mobility Services

- On-demand shuttle and water taxi services can be easily pre-booked or called via the app
- Easy payment system without interrupting the journey

On-demand shuttle and water taxi services are available within the site

Residents ***Hotel Guests*** ***Invited Guests***

Exclusive Membership Services

- One account for all premium services
- Easy payment system for valet services without interrupting the journey

Club Membership account for premium services, reservations, discounts, and announcements

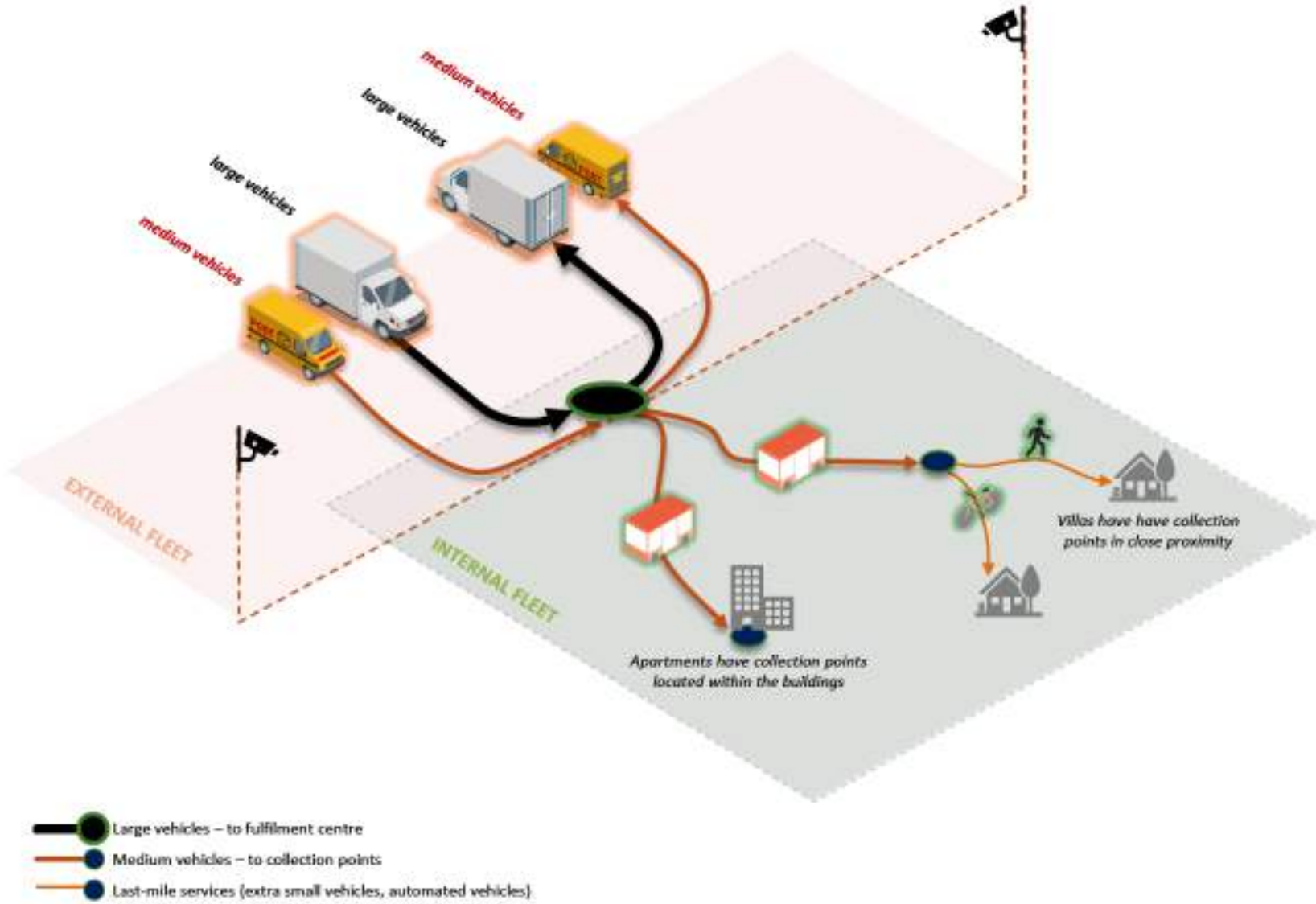
Valet parking;
Payments can be made online as an easy and secure way

Residents

LOGISTIC STRATEGY

DESIGN APPROACH

- Road Network: No impact on the road network, no need for larger ROW
- Logistics facilities: Since external delivery vehicles are required to stop at the masterplan's entry points, a large concierge area will be needed to receive and temporarily store goods. Once the external vehicles have unloaded their deliveries, the internal transport fleet within the masterplan will distribute the goods to their final destinations. However, these concierge facilities require substantial space.
- Control and management: Full control of the management of the internal fleet circulation, deliveries can be scheduled in off peak morning and evening hours.
- Trips and circulation: The transition between the external and internal fleets would generate additional traffic and increase the number of trips within the masterplan.
- Entry point design: Since external medium vehicles are not allowed to enter the masterplan, there would be a need to design a turnaround point which allows for the vehicles to turn back. This can have a visual impact on the facilities close to these turnaround points.
- Delivery process: Delivery times may be longer, as goods must first be stored in the concierge area before being collected and distributed by the internal fleet. This additional handling introduces extra steps in the process and eliminates the efficiency of a direct delivery approach.
- Visual impact: It is more visually appealing to have a uniform internal fleet operating within the masterplan, as it better integrates with the overall context and avoids the visual clutter of various external logistics vehicles circulating through the site.
- Sustainable impact: Since the internal fleet is fully managed within the masterplan, the selected vehicles can be electric, promoting a sustainable and environmentally friendly character.


medium vehicles
large vehicles
large vehicles
medium vehicles
EXTERNAL FLEET
INTERNAL FLEET
Villas have have collection points in close proximity
Apartments have collection points located within the buildings
Large vehicles – to fulfilment centre
Medium vehicles – to collection points
Last-mile services (extra small vehicles, automated vehicles)

LOGISTIC STRATEGY

DESIGN APPROACH

Road Network
The logistics system relies on a hierarchical road structure to optimize vehicle circulation. Large vehicles use the regional network and access roads to reach the main hub, while medium vehicles operate along primary and secondary roads, supported by the additional lagoon road that helps relieve internal traffic within the masterplan. Finally, small vehicles serve local connections, completing last-mile deliveries.

Facilities
At the core of the strategy is a central fulfillment center located at the main hub, which functions as the primary intake point for goods. From there, products are distributed to collection points strategically placed near the road network to facilitate efficient handoff between vehicle types. These collection points act as intermediate nodes that bridge the flow from medium vehicles to smaller last-mile delivery solutions. From the collection points, goods are then dispatched to final destinations through small vehicles and last-mile delivery services.

Off-Peak Circulation
To minimize congestion and adapt to the specific needs of the area, all logistics operations are primarily scheduled during off-peak hours. Large, medium, and small vehicles are timed accordingly, ensuring smooth circulation across the network and more efficient use of infrastructure.

EXTERNAL FLEET

INTERNAL FLEET

MEDIUM

SMALL AND EXTRA SMALL

LEVEL 1
Stop at Main Hubs / fulfillment center

Road Network
Access road
Regional network

Facilities
Fulfillment center at main hub

Vehicles
Large logistics vehicles

LEVEL 2
Stop at Collection Point

Road Network
Primary roads
Secondary roads

Facilities
Collection points

Facilities
Medium logistics vehicles

LEVEL 3
Last-mile Services

Road Network
Local roads

Facilities
Collection points

Facilities
Small and extra small logistics vehicles

LOGISTIC STRATEGY

PROPOSED STRATEGY

Fulfillment center at the Main hub and south access, large vehicles arriving from the regional network would stop here, during defined off-peak hours

Medium logistics vehicles operate on the primary and secondary roads, collecting and distributing packages and goods to and from collection points, during defined off-peak hours

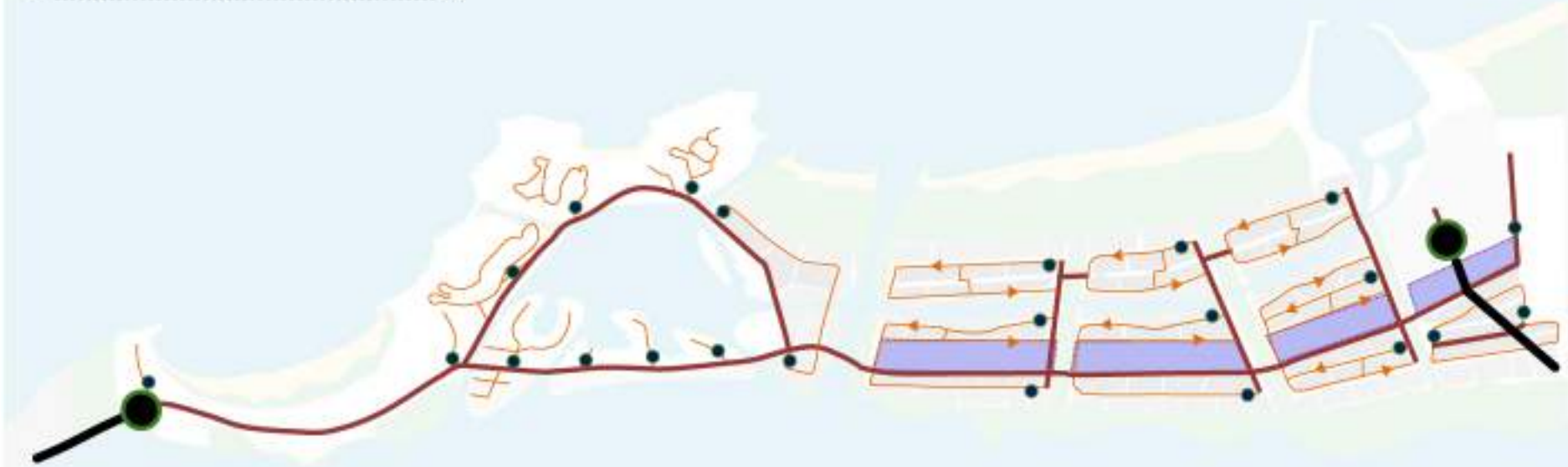
Collection points are located in connection to the local roads and primary/secondary roads, making them accessible for both medium and small vehicles

Small vehicles circulate on local roads performing last-mile delivery services, from the collection points to the villas

The zones with apartments, such as Sazan Hills, do not have collections points, but a dedicated in building concierge area

The large vehicles are part of an external fleet which stops at fulfilment centre, while the medium and small vehicles take part of an internal fleet.

Enforcement:
Automatic number plate recognition **cameras** (ANPR) – delivery vehicles allowed in some hours for retail and hotel deliveries



Fulfillment center

Collection point

Collection point in building apartments

100M 500M 1KM

LEGEND

- Large vehicles – to fulfilment centre
- Medium vehicles – to collection points
- Last-mile services (extra small vehicles, automated vehicles)
- Sazan Hills - appartments

LOGISTIC STRATEGY

LOGISTIC DEVICES

LARGE

LEVEL 1
Stop at Main Hubs / fulfillment center

Electric Truck

Model	Mercedes-Benz eActros 600 (Germany)
Speed	80-100 km/h
Payload	~ 22 tons
Volume	-
Range	500 km
Battery	600 kWh

Special Purpose Vehicle – Ambient / Refrigerated Truck

Model	VoltaTrucks - Volta Zero (Sweden)
Speed	80-90 km/h
Payload	8600 kg
Volume	37 m^3
Range	150-200 km
Battery	150-240 kWh

MEDIUM

LEVEL 2
Stop at Collection Point

Electric Van

Model	Canoo MPDV (US)
Speed	Up to 144 km/h
Payload	500-1000 kg
Volume	6-15 m^3
Range	200-300 km
Battery	40-80 kWh

Special Purpose Vehicle – Electric Pick Up

Model	Canoo Pickup Truck (US)
Speed	Up to 95 km/h
Payload	900 kg
Volume	-
Range	320 km
Battery	80 kWh

SMALL AND EXTRA SMALL

LEVEL 3
Last-mile Services

Midi Electric Scooter

Model	Alke ATX series (Italy)
Speed	Up to 44 km/h
Payload	600-1600 kg
Volume	-
Range	60-120 km
Battery	15-20 kWh

Electric Scooter

Model	GAIUS E-moped RAPIDE 3 (Taiwan)
Speed	Up to 75 km/h
Payload	5200 kg
Volume	-
Range	105 km
Battery	14.5 kWh

Delivery Robot

Model	Starship (UK)
Speed	Up to 6 km/h
Payload	10 kg
Volume	45 L
Range	40 km
Battery	1260 Wh

SAZAN

LABORATORY FOR VISIONARY ARCHITECTURE